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AND
China Overland Trade Report.

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DEATHS.

ALICE, aged seven years, daughter of Mr. and Mrs. M. J. DANENBERG, on May 21st, 1909.

At the Victoria Hospital, Barker Road. On Sunday 23rd May. MARY HARRISON, wife of the Rev. T. W. PEARCE of the London Mission.

Hongkong Weekly Press.

HONGKONG OFFICE: 10A, DES VŒUX ROAD CL.
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ARRIVAL OF MAIL.

The German Mail of the 21st ultimo arrived per s.s. *Luetzow* on the Wednesday 19th inst.

FAR EASTERN NEWS.

It is announced in a Peking paper that all requirements for the equipment of China's army in the way of woollen clothes, &c., will be supplied by the factory established for that purpose, "and there will be no necessity to look to foreign countries for such supplies."

Mr. H. E. R. Hunter and Mr. E. D. Sanders of the Hongkong and Shanghai Bank returned to Shanghai last week.

Mr. Marnham, formerly of Hongkong, continues the publication of the late Mr. Bethell's paper, the *Korea Daily News*.

At a meeting of the directors of Weeks and Co., Ltd., of Shanghai, it was decided to recommend the payment of a final dividend of 6 per cent, making 10 per cent for the year ended 28th February, 1909.

Mr. Van de Sande Bakhuyzen, of the Dutch Consulate at Hongkong, will shortly proceed to Shanghai to take charge of the consulate there, in the absence on leave of the Dutch Consul General.

Capt. Wittslock of the German steamer *Loosok* reported on arrival at Singapore that the chief engineer, Mr. Winkelmann died on the 8th of apoplexy. The body of the deceased was brought on to Singapore where the funeral took place.

The post of United States Minister to Peking was offered by President Taft last month to Senator Fulton, who requested ten days in which to consider the matter. "Oregonian shies at sidetrack" is one of the headings given to the announcement in an American contemporary.

A Shanghai contemporary says it has been found possible by the Palace Hotel wireless telegraphic installation to call up Hongkong at night, but not in the day time. The *Empress of India* on her last voyage up to Shanghai, got into communication with the port when 200 miles out.

The Bureau of Insular Affairs at Washington, has just disposed of a batch of bonds of the city of Manila amounting to \$995,000 at the rate of 102.28. A second batch of \$5,000 was disposed of at the advanced price of 105. The bonds mentioned are doubtless those issued for sewer and water-works construction.

An application for a summons against Lieutenant Colonel Bruce and Captain Hilton-Johnson of the Municipal Police, Shanghai, charging them with the theft of roulette tables from the Alhambra was made to Mr. G. W. King, H. B. M. Police Magistrate but was refused. It is stated that the plaintiffs have filed a petition in the Supreme Court in support of their application.

Special efforts are being taken at Shanghai in the preparation of the St. George's Society fête which is to be held in the British Consulate gardens on the 24th instant, and there is reason to believe that the celebration will be in every way worthy of the occasion. So far we have heard of no special efforts to celebrate Empire Day in Hongkong, excepting the delivery of an address by H.E. the Governor at the British School at Kowloon.

Anent the opening of the tea season at Hankow, we observe in the *Peking Daily News* the following note from a correspondent at Hankow:—"The tea season here is not as flourishing as was anticipated. Local firms here are not energetic enough to push their business and it is feared that the business gradually passes to the hands of Canton merchants of whom there are nine firms here. They are eager for business and know how to study the taste of foreigners. Consequently while local native firms do very little business these Canton merchants manage to go on all right."

A life-size picture of Governor-General Smith of the Philippines, painted by Sr. Enriquez, will be hung in the office of the Governor-General together with the paintings of Governors-General Taft, Wright and Ide.

A lady, Dr. Marie Stopes, D.Sc., has gained the distinction of being the first investigator to carry out an extended research into the primeval vegetable fossils of Japan. Dr. Marie Stopes, who is Lecturer on Fossil Botany at Manchester University, spent eighteen months in Japan, and was the first European woman to be allowed to go over the Imperial University. She is writing a report of experiences, which will shortly be placed before the Royal Society.

Captain Tamplin and Mrs. Tamplin were presented on the 13th inst. with a beautiful embossed rose bowl on an ebony stand, accompanied by an illuminated address to the captain on the eve of their departure for home. The presentation was made on board the I.-C. S. *Tung Sing* at Chankiang by her genial commander Capt. Stalker, as representative of the Captains and Officers of the Indo-China Steam Navigation Co.'s fleet, in the presence of numerous shore and seafaring friends of Captain and Mrs. Tamplin. The address read—"To L. H. Tamplin Esq. On the occasion of your leaving for the Homeland on a well-earned holiday, we, the masters and officers of the Indo-China Steam Navigation Company's Steamers, consider it a most fitting opportunity to express our appreciation for the many kindnesses, which, as the Company's representative at Wuhu and Chinkiang, you have shown towards us both in and out of business. For old times sake we ask you to accept the accompanying piece of plate in remembrance. Trusting Mrs. Tamplin and yourself will enjoy perfect health and have an enjoyable holiday is the sincere wish of all."

An advance in amusements on the high seas has been made on the P. and O. s.s. *Namur*. One of the passengers Mr. W. A. Mace, I.M. Customs, had with him an optical lantern, and a fine selection of slides, as well as about 2,000 feet of cinematograph film. The first entertainment began with a portrait of the Captain of the good ship, the photograph and lantern slide both being done on board. This was followed by a series of pictures of the famous *Lusitania*, and of the White City, concluding with various interesting Shanghai views and studies. The second entertainment took place with a certain amount of pitching and tossing, but the arrangements were so carefully made that there was less flicker in the moving pictures than often occurs on land. Beginning with Red Riding Hood for the children, it included moving pictures of Canadian grain steamers, conjuring, the man in the moon, and such like. Several slides in natural colours taken by the Lumière process, the exhibitor's own work, were exhibited and gave great pleasure. The Captain in thanking the operator and owner of the apparatus complimented him on the excellence of his exhibition, and remarked that it was the first time he had ever seen or heard of a cinematograph entertainment being given on the high seas. The light was not as powerful as desired, so the photos in natural colours were not quite as vivid as they would have been with better illumination, but in spite of the difficulties, Mr. Mace gave a most delightful entertainment, the pictures being greatly admired, and the comic ones can sing roars of laughter.

The necessary official permission is being sought for the formation of a gas light company at Peking. It is proposed to begin with a capital of Taels 700,000. Taels 400,000 has already been taken up and if permission is granted the remaining stock will be placed on the open market.

The foreign assistant of police at Kiukiang is reported by the *Hankow Mail* to be under arrest for causing the death of a Chinese at Kiukiang. It appears to have been quite an accidental affair. In a crush he pushed the Chinese with a stick and unfortunately burst his spleen causing almost instantaneous death. The Chinese are very indignant over the matter.

Owing to the decline in exchange and the consequent burden resultant therefrom on the Indemnity Paying Department of the Board of Finance, the *Peking Daily News* says the Viceroy and Governors of all provinces have been instructed to raise additional money in their respective provinces to adjust the difference in exchange. The difference in exchange has hitherto been borne by the Board of Finance alone.

The funeral service of the late Mr. E. T. Bethell took place at the deceased's house on Sunday, the 2nd instant. The Rt. Rev. Bishop Turner officiated, and a large number of friends were present. After the service, reports the *Seoul Press*, the cortege proceeded to the foreign cemetery at Yang Wha Chin, being preceded by many Koreans carrying gauze lanterns and scrolls and followed by a large proportion of the foreign community.

Dionisio Mapa of Iloilo has introduced into the Assembly a bill for the establishment in the Philippines of a government agricultural bank of issue and discount, with a capital of one hundred million pesos to be raised on a loan floated in the United States and the repayment to be guaranteed by the Philippine Government. The *Cablenews American* says:—It is not believed that the bill will prosper even in the Assembly as one hundred million pesos worth of bonds at four per cent would mean an expenditure of four million pesos per annum which would effectually sink the country.

During a murder trial at Chefoo the counsel for the defence advanced the theory that the testimony of the five Chinese witnesses should be rejected as wholly and wilfully false. In supporting this contention, he made the following startling propositions: (a) That the Chinese mind and point of view is such that, in the case of every Chinese witness, the Court is bound to start with a presumption that the witness will not tell the truth; and (b) that this is a race characteristic so pronounced and so well-established by authorities cited by the counsel that this Court is bound to take judicial notice of it and to be guided thereby in determining the weight of evidence.

On the 5th instant at noon Admiral Togo gave a dinner at the Mitsui Club, Tokyo, in honour of Admiral Sir Hedworth Lambton, Commander of the British squadron on the China station, and others of the squadron, about thirty in all. Besides the guests of honour, there were present Admiral Saito, Minister of the Navy, Admiral Kato, Vice-Minister of the Navy, Admirals Kamimuro, Nakamizo, Misu, and Shimura, and other officers. In the course of the function Admiral Togo proposed the toast of the British Navy and the health of Admiral Lambton, who suitably responded. At 2 p.m. the gathering proceeded to a reception given by Count Matsura at his residence.

The hostilities at Peking are not the only ones to experience a boom in trade. There is another branch of industry which is, at the present moment, doing a roaring business, namely, the numerous roulette establishments in Telegraph Lane. Night after night these gambling dens are crowded with residents and especially tourists. The roulette owners are making hay while the sun shines, the *P. & T. Times* says, and adds the following curious statement:—During the past fortnight, Peking has been invaded by ambassadors, military and civilian officials, merchants, respectable Far Eastern residents and their wives, globe trotters, male and female tourists, shopkeepers, pedlars, Greek and Jewish grogshop, roulette, and gambling house keepers, and various vagabonds, nondescripts, and social pariahs.

Jame Tien Yan, Engineer-in-Chief of the Peking-Kalgan railway, has been appointed Engineer-in-Chief of the Szechuan-Hankow Railway.

Quite a sensation has been caused in Shanghai settlement, says the *Shanghai Mercury*, by the announcement that a writ had been issued against Mr. R. S. F. McBain, as director and general agent of the Maatschappij tot Mijnboschen en Landbouwenexploitatie in Langkat, Limited. The plaintiff is a shareholder in the Langkat Company, and while the exact terms of the writ have not been made public it is understood that the claim is made in connection with certain information regarding the further discoveries of oil which have been made on the company's property. Messrs. Drummond, White-Cooper and Phillips are the attorneys for the plaintiff while the defendant will be represented by Messrs. Stokes, Platt and Teesdale. The writ is returnable in H.B.M.'s Supreme Court on Saturday the 15th inst, and when the case subsequently comes on for hearing the proceedings are likely to be of a highly interesting nature.

Referring to the reports in the Japanese press regarding the boycott in South China, the *Japan Mail* says:—Considering that barely four years have passed since Japan fought a great war which preserved to China three whole provinces covering an immense area and sacred as the birthplace of the reigning dynasty, this vindictive mood on the part of the Chinese towards their neighbour is certainly one of the curious episodes of modern history. On the one hand, we have the Japanese nation blaming its statesmen for showing undue leniency towards China, and on the other we have China behaving as though her neighbour were a perpetual thorn in her side. The worst of it is that the Chinese do not seem to be guided in any degree by reason. They would be puzzled to assign any rational explanation of their attitude towards Japan or to lay any definite accusations at her door. They appear to be simply huffed; and, when men have fallen into that temper, they cease to be capable of calm argument. Certainly, however optimistically we may regard the situation, it contains elements of uneasiness, for with the Chinese in their present mood any attempt on Japan's part to placate them by concessions would probably be misconstrued. In dealing with her neighbour, Japan has of course to place her own interests in the first line; but she has also to take due account of the interests of Western Powers, which means that she must not endorse any Chinese action which might become a generally irksome precedent.

The *N. Daily News* thus refers to the departure of Mr. F. Anderson, who is a passenger by the P. and O. steamer *Malta*:—"There was a large gathering of the many friends of Mr. F. Anderson at the jetty last evening to bid him *bon voyage* on his leaving Shanghai by the P. and O. str. *Malta* for Home. Mr. Anderson has been identified with the public life of Shanghai for many years and eloquent testimony to the esteem in which he is held here was given at the dinner to which he was entertained at the Country Club on Tuesday evening. Mr. Anderson came to Shanghai in the early eighties to Messrs. Holliday, Wise & Co., and in the beginning of 1890 he joined Messrs. Ilbert & Co., of which firm he is now principal partner. He served on the Municipal Council for eight years 1892-3-4, 1897-8-9, 1904-5 and was Chairman during the years 1899, 1904, 1905. He represented the Council when the new Waterworks scheme was affected, he was closely identified with the Telephone scheme, and also had much to do with the initiation of the Tramway system in Shanghai. Mr. Anderson was a prominent member of the Chamber of Commerce and the China Association. He was Chairman of the China Association 1898-99 and 1908-9 and is on the London Committee. As a sportsman Mr. Anderson identified himself principally with cross-country riding, cricket and rowing. In 1889 he was one of the team of cricketers which represented Shanghai against Hongkong, he was one of the Scotch eight in either 1884 or 1885, and he rode across country on the well-known pony "Equity." The loss to the community at large, as well as to many friends privately, that is occasioned by his departure cannot well be over-estimated and he will carry with him the sincerest wishes for his happiness and prosperity in the Home land.

THE EXPANDING RAILWAY ESTIMATES.

(Daily Press, May 15th)

The statement made by H.E. the Governor in the Legislative Council on Thursday regarding the ever-expanding estimate of the cost of constructing the British section of the Kowloon-Canton railway makes sorry reading. Originally the estimate was a little over five million dollars, but this calculation the Governor explained last year was "a very rough one" and "included no calculation of quantities" and many important items such as rolling stock, workshops &c." As soon as the actual work of construction began, the estimate of the cost commenced to swell prodigiously, and by the end of 1907 it had grown to very nearly twice the original amount; still it did not include provision for workshops, though rolling stock and the cost of some deep sea resumptions were inserted. In the last sixteen months the estimate has been further increased by another two million dollars, and the statement laid before the Legislative Council on Thursday shows the present estimate to be \$11,004,128, including workshops and all items, but "it is still possible that the land resumption may not be fully provided for, as all matters in connection with that subject are not yet finally concluded." In other words, a still further increase in the estimate is possible if not probable.

There will be a familiar ring about this story should it be read in other colonies which have also had railways constructed for them by the Crown Agents. A few months ago, for instance, we drew attention to the evidence given by Sir FRANK SWETTENHAM, formerly Governor of the Straits Settlements, before the Commission of Inquiry into the Crown Agents' system. Giving the experience of the Singapore railway, the ex-Governor said the line took more than twice as long to construct as it ought to have done; it cost about twice the original estimate, and the work was not well done, for a bridge subsequently tumbled down and an embankment gave way. Trinidad has had a somewhat similar experience. Now it is Hongkong's turn. The Colonies may grumble, but they have in the end to pay the bill. No blame rests upon the Colonial Governments: in the words of Sir FRANK SWETTENHAM "the Government of the Colony has no voice in the matter except to pay the bills." As regards the Kowloon railway, veil of secrecy was thrown over the earlier stages of the undertaking. The scheme and the estimates were not laid before the Legislative Council, but an unofficial member of Council did manage to elicit the information that the twenty-two miles of railway from Kowloon to Sanchun were estimated to cost about £550,000 sterling to construct. It was left however to Sir FREDERICK LUGARD a year ago, when the work was well under weigh and the estimate had been nearly doubled, to inform the Colony that the original estimate was merely "a rough one," and did not take into account such things as rolling stock, workshops, &c. Surely the Government must have had some "rough idea" of what rolling stock and workshops would cost to provide? When we recollect that the first information the Colony had of the estimated cost of the line was £550,000, there seems room for the assumption that the difference between this sum and Mr. Bruce's actual estimate of \$5,053,274, formed the "rough estimate" of the cost of rolling stock, workshops, and other incidental expenses. On this estimate the undertaking to

construct the line was entered upon, and the Governor in his speech on Thursday said the consulting engineers were responsible that the estimates are adhered to. Well, the Colony will be interested to learn what results now that the original estimate has been more than doubled, and may be trebled before the work is completed—for, be it noted, besides the cost of possible land resumptions, mentioned earlier, His Excellency has a misgiving that there will be some addition to the estimates in consequence of defective bridge-work. All the explanations which have been furnished to account for the enormous excess over the original estimate may be perfectly intelligible and satisfactory to the consulting engineers, but the public generally will continue to think there is something wrong somewhere when an estimate by an experienced and well qualified railway engineer is exceeded to such an enormous extent. If Dr. MORRISON had been told this story of a railway constructed under Chinese supervision, imagine what a telegram he would have sent about it to *The Times*!

II.

(Daily Press, May 20th.)

We do not know whether the public has been as satisfied as doubtless it has been interested in reading the defence of the Railway Estimates published in our columns yesterday over the signature of Mr. MURRAY STEWART as Chairman of the Hongkong Branch of the China Association. The members of the Committee we are told "have no valid reason to suppose that the cost of the actual work done is excessive, and this being so, they protest against the advocacy of the belief that there has been gross mismanagement in the construction of the British section of the Kowloon-Canton Railway." In the opening paragraphs of the letter it is mentioned that the prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. So far as we may be concerned in this comment we have only to say that we have not yet said, and do not feel competent to assert, that there has been any "gross mismanagement" in the construction of the line. We do think, however, that when the estimated cost of the construction of the line is more than doubled a *prima facie* case exists for a searching enquiry into the causes in the interests of the community which has to pay the bill. We are somewhat reluctant to enter upon a criticism of Mr. MURRAY STEWART's defence of the estimates, but as this defence appears to us to conflict in several important particulars with statements made in Council by His Excellency the Governor, we deem it to be in the public interest to make some further reference to the matter.

First, however, we would like to make an observation or two upon Mr. STEWART's somewhat airy statement that it is a common experience in such undertakings that the estimates are exceeded. We know that to be a fact in several cases where the undertakings have been entrusted to the Crown Agents for the Colonies; but can Mr. STEWART produce, apart from these, any instances where the cost of constructing a short line of railway has been more than double the amount of the original estimate? With the defence of the constructing engineer the community has been made acquainted. It would now be interesting to learn what the Consulting Engineers have to say on behalf of the engineers whom they sent out to make the preliminary survey and the estimate

which has proved so hopelessly inadequate. Mr. STEWART writes: "How rough an estimate it was [that Mr. BRUCE made] may be gathered from His Excellency's comment . . . in relation to the earthwork. He said it is difficult to know exactly what rate Mr. BRUCE had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimates." On this we may remark though these drawings and calculations were not supplied, it does not follow that Mr. BRUCE's estimates were not made on a careful calculation of rates and quantities. It is not said in the extract quoted that the estimates were not based on calculations of quantities and rates: it is merely said that Mr. BRUCE did not supply these to the Government. The original estimate set out how much was estimated for earthwork, how much for tunnels, for bridges, for the permanent track, and so on, and in the absence of any statement to the contrary, the estimate has to be accepted as one by which, in the opinion of the experienced expert who made it, and the Consulting Engineers who approved it, the Colonial Government could safely be guided.

Mr. STEWART in his letter makes much of the fact that "the alignment which Mr. BRUCE proposed [between Lokloha and Taipo], and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1906 showed the shore edge to be unsafe." Mr. STEWART proceeds to explain that "the change of alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. BRUCE, and the boring of three additional tunnels, of which that undertaken at Taipo is in itself a considerable enterprise." The inference to be drawn from the statement is that this new alignment was responsible for an enormous increase in the cost of the line. Now, on this point His Excellency the Governor in a report he made to the Legislative Council on February 6th 1908 said: "The alterations which I have described in the alignment of the railway, I am assured, involve no extra cost whatever, and the Chief Resident Engineer says he is perfectly certain that the Consulting Engineers will bear him out in this statement." What are we to make of these two contradictory assertions—that of the Chairman of the local branch of the China Association and the statement in His Excellency the Governor's report? We have been told that His Excellency's statement conveys an imperfect impression, by reason of its brevity, and that what was really meant was that the new alignment would cost no more than the old when account is taken of the additional expenditure the typhoon experiences had shown would be necessary in constructing the line along the sea shore. That may be so, but in the statements on the railway laid officially before the Council not one word has ever been said about "the several lessons taught by the typhoon of September 1906," and the only references we can find to the alteration of the alignment rather suggest that the change was decided upon before the typhoon occurred. The Chief Resident Engineer arrived six months previously and His Excellency the Governor informed the Council that "on arrival, the Chief Resident Engineer, after making a detailed survey, decided to run the line from the neighbourhood of Shatin to Taipo somewhat more inland than had been arranged in Mr. BRUCE's." What the Chief Resident Engineer himself said on the subject in his report to 31st December, 1907, was simply this:—"The original alignment was very far out in the

sea, enclosing large tidal areas. The bridges necessary for letting the water out would all have to be founded on wells which would have been very costly requiring a large amount of plant." There is nothing in this statement to suggest that Mr. BRUCE had not calculated upon this costly method of carrying the line along the sea shore; and we can find nothing in the official papers to support the suggestion that His Excellency imperfectly represented the matter when he stated that he had been assured that the alterations in the alignment would involve no extra cost whatever.

Nor are we able to reconcile with the official information Mr. MURRAY STEWART's explanation of the increase shown in the latest estimate for the tunnel. "One reason" he writes "for the increased cost of Beacon Hill Tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives." It is true that the Chief Resident Engineer in his latest report when showing that his 1907 estimate for the tunnel is exceeded by \$1,300,000, says this great increase is principally due to the unusual hardness of the rock; but this seems irreconcilable with the statement that "the cost of tunnel-driving was very much reduced during 1908. . . . The average costs per lineal foot of heading, enlarging and bricking-in during the year were \$70.49, \$140.86, and 113.54 respectively. Up to December 1907 the figures were approximately \$134.00, \$275.00 and \$221.00 respectively." His Excellency the Governor in conveying this information to the Council remarked that if it were not for these very large reductions per lineal foot the excesses would have been something he dreaded to contemplate.

While we have felt it to be our duty to point out how the statements made in the official reports conflict with those in Mr. MURRAY STEWART's letter, we are no more competent, than the local Committee of the China Association to express an opinion one way or the other as to whether the Colony is being called upon to pay for the Colonial section of the Kowloon-Canton Railway "considerably more than the work is worth" but we do conceive it to be a public duty to suggest in view of what the Governor has described as "the most unsatisfactory" showing of the estimates that the Colony, which has to pay the bill, is entitled to be assured on competent authority that it is not paying extravagantly for the line. The Unofficial members of the Legislative Council early last year manifested a good deal of anxiety on the point, and asked the Government for the fullest possible statements on the subject. The Hon. Mr. KESWICK thought "a most unsatisfactory state of affairs" had been revealed, and the action taken by the Hon. Mr. HEWITT and the Hon. Mr. OSBORNE on that occasion indicate that they were much of the same way of thinking. No Unofficial Member of the Council has made any public reference to the matter since reports on the progress of the work have been periodically submitted to the Legislative Council, and in view of the letter published by the Committee of the China Association it would certainly be interesting now to learn from the Unofficial Members of the Council whether the reports laid before the Council during the last sixteen months have served to remove from their minds the impression which they

have evidently heretofore entertained that the Colony was being called upon to pay excessively for the work.

In order to make the position clear we append a summary of the original and the latest estimate which will show at a glance under what heads increase in the estimate has occurred:

	MR. BRUCE	MR. EVES
Survey	\$ 37,642	\$ 42,277.55
Land	10,500	1,195,879.20
Earthwork	1,530,997	2,268,176.05
Tunnels	1,924,860	3,499,824.69
Bridges and culverts	412,650	1,026,145.00
Salaries, Quarters and Offices, Furniture Office Expenses Medical, House Charges	105,000	534,885.56
Ballast and perman- ent way... ..	716,625	864,259.25
Buildings, station machinery furni- ture	315,000	494,998.47
Roads	—	84,979.84
Fencing	—	40,399.45
Telegraphs	—	26,971.42
Workshops	—	60,000.00
Plant (including roll- ing stock	—	691,540.10
Home Charges	—	74,478.29
Accounts	—	42,843.53
	\$ 5,053,274	\$11,004,128.00

III.

(Daily Press, May 22nd.)

When we penned a footnote to the letter from Mr. MURRAY STEWART, published in our yesterday's issue, we considered that, so far as we were concerned, the matter might be allowed to rest. But in view of the comments we have heard on the correspondence we published yesterday, it is perhaps advisable that a little more should be said. Mr. MURRAY STEWART quoted the testimonial given by Mr. GROVE at the tiffin held by the railway staff the other day, as satisfactory evidence that the Colony has got its money's worth in the railway. Now no one will be inclined to dispute that the line will be a "a lasting monument of British engineering and of British Colonial enterprise." But this does not touch the question of cost, which is the main question in which the Colony, as the payer of the bill, is for the moment interested. Mr. STEWART rightly says that "a large section of the public believe that money has been, perhaps is being, wasted; that the cost of the railway is excessive." If it is not the case, he adds, an assurance from the Government seems called for. That assurance, it seems to us, cannot be given in a hurry. To quote the speech made by Mr. GROVE is not sufficient. The impression that the Colony is paying too much for the railway has been engendered, not so much by the comments of the Press on the last statement made by His Excellency the Governor to the Council on the subject (as the Chairman of the local branch of the China Association has represented), but by the public knowledge of the history of the railway from the beginning, as conveyed in the discussions at the Legislative Council. In order that the Government, if it intends to give the assurance Mr. STEWART says is called for, may give it with a knowledge of the circumstances that have tended to create the impression that money has been wasted, we will recall what took place at the Legislative Council about eighteen months ago. At a meeting of the Finance Committee held on January 23rd 1908, the Committee was asked by the Government to vote, on account, \$4,250,000 for railway works. The Hon. Mr. KESWICK

said on that occasion that he was not satisfied that we were getting full value for our money "as things were going." When the Chairman asked if members were prepared to recommend the vote, the Hon. Mr. HEWETT replied: "I certainly, for one, am not. The amount is a large sum of money, and I think we should have more time to consider it." The result of the discussion was insistence on a report showing the progress made on the work. It was during this discussion that the Government first publicly announced that the original estimate for the railway was "about £550,000" (about £50,000, be it noted, in excess of Mr. BRUCE's figure, and we suggest that this extra sum was intended to cover rolling stock). The Hon. Mr. KESWICK calculated that at the rate expenditure was proceeding the Colony would find itself "liable for £1,000,000 sterling for a line 22 miles long." A million seemed to him "an extraordinary sum for 22 miles of railway" and as a member of the firm of Messrs. JARDINE, MATHESON & Co., who are so largely concerned in railway enterprises in China, his words doubtless carried more than ordinary weight. While he recognised that the country was difficult and that the tunnel would be exceedingly expensive, "it still seemed to him that some economies might be made in the execution of the work." The impression "that the cost of the railway is excessive, and that money has been wasted" dates from that discussion. We will go further and indicate how that impression has now been strengthened. It is shown in the latest report of the Chief Resident Engineer with regard to the tunnel, the most expensive item of the undertaking, that, notwithstanding the fact that in 1908 rock of unusual hardness was encountered, the cost of tunnel-driving per lineal foot was about 150 per cent cheaper than in 1907 when the driving was not so difficult. Here are the Chief Resident Engineer's figures:—"The average costs per lineal foot of heading, enlarging and bricking-in during the year (1908) were \$70.49, \$140.86, and \$113.54 respectively. Up to December 1907 the figures were approximately \$184.00, \$275.00 and \$221.00." Here then, is one instance, where striking economies have been effected since that discussion in the Legislative Council Chamber. Well might the Governor "dread to think" what would have been the cost of the tunnel had the rates of 1907 not been so substantially reduced in 1908. We think it was His Excellency who explained that the reduction in the cost per lineal foot was due to the engagement of the trained labour repatriated from South Africa; but this can only excite surprise that this trained labour was not engaged at the very beginning, as it has been reaching the Colony in shiploads all the while the railway works have been in progress. We have entered into these particulars to indicate to the Government—and to the China Association—that the impression which "a large section of the public" have that money has been wasted is not based entirely on the comments of the newspapers on the latest report made by His Excellency the Governor to the Council, but upon the suggestions of the Unofficial Members of the Legislative Council, which seem to be confirmed to some extent by facts and figures in the official reports.

Some further comments on the subject suggest themselves, but sufficient unto the day is the amount hereof. To conclude, however, we may add this remark: It is generally recognised that a newspaper publishing a letter from a correspondent does not necessarily endorse its correspondent's views, but there are, it appears, some readers

who do not recognise this distinction between the leading article and views which may be expressed in a letter appearing in the correspondence column. We have therefore to say in reference to the letter by "An Onlooker" that we do not endorse the view that the chances are that under the Colony's existing financial conditions the railway would not have been constructed on an estimate of over a million pounds sterling. Our own view is that the railway is vitally necessary to the future welfare and prosperity of the Colony, and the abandonment of the project could not for a moment be entertained, whether the estimate was a million or a million and a half. On this point we shall have many opportunities, we trust, of enlarging in future and are content now with insisting on the importance of the line to the Colony, as the terminal port of the great trunk line from Hankow. The present concern of the Colony is simply to see that it is getting in the actual construction of the line full value for its money, and once the impression is removed that "money has been, or is being, wasted," all will be well.

SOCIALISTIC TENDENCIES.

(Daily Press, May 17th)

How far the more reaching objects of Socialism are likely to be realised is a question upon which the most speculative may well be undecided. The general feeling with regard to the movement is that common sense must surely come in somewhere, and a comfortable hope that, in spite of what is going on in so many directions, a reaction will set in at some time, and a return to more moderate principles be brought about. Meantime, however, it is impossible to ignore that Socialism is making great strides, and that there is an increasing tendency to look to the State to do what ought to be done by individuals for themselves. It seems surely a sorry illustration of the old spirit of Anglo-Saxon independence and self-reliance that large classes can no longer educate themselves, guard themselves against casualties incident to their work, or old "age-pension" themselves, but must look to Government to do all these things for them. This tendency forms also a striking illustration of the principle that extremes meet; as though it emanates from the masses, its practical effect is to place the people at large in a position in some respects little better than that under the system at work in China, which we are in the habit of looking upon as the embodiment of all that is arbitrary and oppressive. The same combinations among the masses that have brought sufficient pressure to bear upon the Government at home to cause it to pass socialistic measures is rapidly bringing so much coercion to bear upon the individual that it is scarcely exaggeration to say that in the present day a large number of the power classes in Great Britain cannot call their souls their own. Trade Unions, and other like associations, now regulate matters in which formerly individuals were free to act for themselves according to the best of their judgment and ability; and at almost every stage they look to their Union for direction and to the Government for help. This has been the effective result of socialism so far as up to the present time it has been possible to put it into force; and those who are acquainted with the state of affairs that has for ages existed in China, cannot fail to recognise, an ominous likeness between the condition to which Society is now drifting in Great Britain to that with which they have long been familiar in the Celestial Empire and

whose shortcomings they have, with good reason, found occasion to deprecate. No one can object to combinations among the working classes in a reasonable manner and for legitimate objects; and so far as trade Unions are conducted upon these principles, they have the approbation of a large number of the soundest politicians. In many respects they have worked for good and, if properly conducted, may undoubtedly be used for the benefit both of employers and employed. But unfortunately extreme socialism has by degrees been influencing their principles and actions, and they have shown an increasing tendency to go far beyond the sphere in which their action can be considered legitimate or likely to lead to useful results. By specious and *quasi* philanthropic declarations the Socialists have gradually worked upon the labouring population, and have succeeded in using them to force upon Government measures which in the end are likely to lead to their losing almost all personal independence, and unfortunately Government, for the sake of the votes that can be obtained, has been willing to allow to the labour classes powers of coercion, which they would certainly not grant to any others. As a natural sequence to this a feeling has been engendered that people are entitled to look to government to extend help to them in all directions, and much of the old self reliance, which specially characterised the working classes, is being lost; and the masses are in danger of falling under the power of Guilds or Unions in a manner that will be found none the less oppressive because the force which is put into play to coerce their members comes from below instead of from above. The strange thing is the willingness with which men by no means wanting in shrewdness and common sense are willing to give up their liberty, and to place themselves under the almost arbitrary dictation of the Unions or Associations to which they belong. In China we are familiar with the power that is exercised by Guilds and the like Associations; and know the extent to which they are able to dictate to their members and to deprive them of all freedom of individual action. With their extraordinary trading instincts, the Chinese manage to get on under such a system; but the pernicious effects of it are but too well known. To such a state of matters, however, it would seem that things are likely to drift at home unless some unforeseen circumstances arise to modify the movement which has set in with so much force. As to the hope that the labouring classes, as a whole, will benefit by it, China should form a good object lesson. There is no country where there are more labour organisations and probably none where the poor are so very poor as in China. It is true there are not any professional unemployed in that country. The Chinese show considerable "pluck" in making the best of bad circumstances and are not inclined to call for help as long as they can push along in anything to which they can put their hands. But vast numbers have to be content with a bare subsistence, protected by no Guilds or organisations, but having to pick up the crumbs which those who belong to the regular Guilds consider beneath their notice. And such is likely to be the result of the increasing coercion of Trade Unions at home. They may provide higher wages for those who belong to them, but they force increasing numbers out of any regular calling at all, and make them dependent upon any casual employment which they can find as a means of eking out a subsistence. This cannot in the long run be to the benefit of the working classes as a whole. It may benefit the

more skilled workmen by procuring higher wages for them; but must press very hardly upon the less skilled and upon large numbers who cannot join in a strike simply because they must get some kind of work in order to live. This bearing of the matter may be hidden away for a time by work being artificially found for the "unemployed," but there must in the nature of things be a limit to the extent to which such assistance can be given even in the most prosperous countries. Labour provided for unemployed simply because they are unemployed, is—call it what we will—charitable relief, and must before long come to an end.

THE CANTON-HANKOW RAILWAY LOAN.

(Daily Press, May 18th.)

The agreement reached after a third conference by the British, French and German financiers interested in the Canton-Hankow railway loan represents perhaps the best possible solution of a difficulty brought about by the Chinese Government's disregard of its obligations. A Chinese contemporary, we notice, has waxed very wroth that the British Government should have instructed its representative in Peking to enter a protest against the action of the Chinese Government in concluding a loan for the Canton-Hankow railway without first having submitted the intention to the British Government in accordance with the terms of the Convention of 1905. According to our Chinese contemporary, this betrays a lack of genuine sympathy with China on England's part, because "it has been admitted by the highest British financial authority that the agreement of 1905 is not binding and that the loan was purely a business transaction with which the British Government has absolutely nothing to do." This can only be characterised as absolute nonsense. On September 9, 1905, the then Viceroy at Wuchang, CHANG CHI-HUNG, who himself arranged this contract with the German Bank about which the dispute has arisen, wrote to the Consul-General at Hankow, Mr. FRASER, as follows:—

In view of your services in obtaining for me a loan through the Hongkong Government of £1,100,000 on very fair terms, wherewith to redeem the Canton Hankow Railway, I give you a binding assurance that, should it be necessary to borrow funds abroad for the construction of the Canton-Hankow Railway, British financiers shall have the first option of undertaking the business, and, if bought abroad, British firms shall have the first option of supplying the machinery and materials.

We may recall the fact that the present is not the first occasion on which the British Government has sought to protect its claims under this Convention. When in May 1907 the Viceroy at Wuchang was engaged in negotiating with the Yokohama Specie Bank a loan for the Canton-Hankow and the Szechuan-Hankow railways, the British Minister at Tokyo, under instructions from London, communicated to the Japanese Government the terms of the engagement made by China in 1905, giving preference to British capital in case a foreign loan should be required for these railways. He expressed the hope of the British Government that no loan might be granted by Japan which might prejudice British interests in regard to railways in China. The Japanese Government, upon receipt of that communication, took prompt steps to dissuade the Specie Bank from proceeding with the negotiations; intimated to the Viceroy that they had definitely withdrawn their support of the Specie Bank in the proposed loan, and added that in their judgment China had no alter-

native but to abide by the terms of her engagement with Great Britain. It shows the value which the Chinese Government places upon its solemn pledges when within a space of two years it again deliberately seeks to ignore the convention. The matter is one in which the Colony of Hongkong is directly interested, for when this Colony advanced to China over a million pounds sterling to redeem the concession from the Belgo-Russian group into whose hands it had passed, it was with the object of securing that the line should not pass under other than purely Chinese or British auspices. All Powers are concerned to see that China does not ignore her solemn engagements made with either of them, and according to the published accounts of the Paris Conference a couple of months ago, even the German group admitted that the protest proposed to be entered at Peking was quite legitimate, the view they took of it being that "if it succeeded the Germans would doubtless be 'kicked out' (*sic*), but they would not 'lose face' in China, because they would not have broken their contract with the Chinese Government." The main obstacle to an earlier agreement of the three groups has been the question of control, the Germans urging objections to enforcing control by a European engineer as likely, in view of past experience, to cause local dissension and delays; but although the telegraphic summary of the basis of the compromise is silent on the point, it is to be assumed that the German representatives have given way on this essential point and so facilitated the settlement which has been reached on the basis that the three groups shall share equally in the loan and that the Canton-Hankow line shall have a British Engineer-in-Chief, while on the Hankow-Chengtzu line the Engineer-in-Chief shall be German, and in the event of a further extension of that line the Engineer-in-Chief is to be a Frenchman.

WEIHAIWEI.

(Daily Press, May 19th.)

The British Government can scarcely be accused of having made any concealment of its intention on the first convenient occasion of getting rid of Weihaiwei. In the early days of our intercourse with China, a similar desire was evinced to shuffle out of Chusan, the rendition of which has ever since been the fruitful mother of misunderstandings. In fact had we retained our position in the archipelago, the harbour of Tinghai would have been found to answer all our commercial needs, and we should have had no occasion for our Foreign Settlements at Shanghai and elsewhere on the mainland, nor would the temptation have been left open for the continental nations to seek mainland acquisitions such as at Port Arthur, Tsingtau, or Kwangchow. From Tinghai as a centre, the whole of the coasting trade of northern China could have been there concentrated, and foreign steamers could have communicated thence with every one of the coast and riverine ports now open to trade. Owing to a very similar ignorance as to the dominating position of Weihaiwei with regard to the trade of the extreme north of China, as well as Manchuria, a very similar error is apparently again about to be perpetrated in the case of the more northern port. It is quite true that up to the present Weihaiwei has not succeeded in developing any trade with the treaty ports, its imports and exports being entirely confined to the few articles produced or needed within the surrounding district; but this cannot be looked upon as any criterion as to the possibilities of the place. What, for instance, would have been effect had the

British Government of the day informed the merchants at Hongkong that any expenditure of capital there was useless, and that it might any day restore the colony to China, in which case it would not make any compensation whatever? Where would the foreign trade of China have stood—let alone Hongkong itself?

This, however, is what the last two Governments have been telling Weihaiwei. The shipping houses were quit, prepared to spend the capital, which they had ready, if only the Government would say that it intended to hold Weihaiwei, or would give any guarantee as to the return of money expended in *bona fide* improvements. But the answer was ever unsatisfactory; it would make no promise of any sort, nor state its intentions as to the rendition of the port. There was no wharf at which steamers could lie, and no godowns in which cargo could be stored, and as these exist at the neighbouring port of Chefoo naturally steamers prefer to go there with cargo, notwithstanding the unsheltered nature of the port. With a little expenditure, which the merchants were quite prepared to make, Weihaiwei could be rendered a model transshipment port, as it is well sheltered, easily approached, and sufficiently deep for the largest steamers engaged in the home trade. It is likewise admirably adapted as a distributing centre, from which coasting steamers could run in a few hours to all the ports round the Gulf of Pechili; North China, Korea, Manchuria, and the west coast of Japan. In all these respects it is more favourably situated for the northern trade than Shanghai itself as home steamers could run there direct, quite as easily as to Shanghai, and would not have the delays incident on entering the River Yangtse. These advantages would be actually increased on the opening of the Panama Canal, when the voyage will be actually shorter than to Shanghai. In fact in all these respects Weihaiwei, in proper hands, is the natural emporium for the trade of Northern China.

In this connection it is not necessary to mention its importance as a naval station, as well as the enormous advantage of holding it as the natural sanitorium for the whole of our fleet and garrisons in the Far East, from Singapore northwards. In this respect Weihaiwei stands unrivalled, even in Europe, few ports in the world being in a position to compare with it as a health resort. Strategically its importance was always recognised till Sir JOHN FISHER came on the scene with his ideas of concentration of the fleet in Home waters. It is hardly necessary to point out how disastrous has been the acceptance by the nation of this scheme; for one thing it has brought us into open competition with Germany, who saw at once the opening left by our retirement from the command of the Pacific to advance her own position as a world Power. This policy of retirement went so far that it actually led us to break up a by no means important section of the fleet under the mistaken idea that the vessels would be no longer needed. It is noteworthy that the class of vessels thus destroyed by ourselves, have been those which in response Germany has been more active in building; and the curious effect has been that we now find ourselves committed to the task of rebuilding the very type of ships which five years ago with our eyes open we wantonly destroyed. The retreat from Weihai was only on a par with that other abandonment of Vancouver Island as a naval base, which has led to our having already to occupy a secondary position in Eastern waters, and has even led to our

position in Canada and Australia being challenged. It may be quite true as Lord CHARLES BERESFORD has pointed out, that the time for panic has not arrived, but the proposed abandonment of Weihaiwei, placed in conjunction with the other blunders of the recent Fisherian administration, all point to the policy of the controlling members of the present Administration being centred, at whatever eventual cost to the nation, on the deliberate reduction of the navy to the limits of a second class Power. We use the term controlling members, because although there are certain other members of the administration who see clearly the drift of the present cheese-paring attitude, they have not, for party reasons, the strength of will necessary to carry through their own convictions; and fear that their insistence will lead to their own or the others' forced retirement from the Cabinet, which they perceive would inevitably lead to the disappearance of what they have been brought up to believe to be the "Great Liberal Party"; and the wreck of this they hold as of higher importance than the existence of the British Empire. The policy of yielding on every point to the will of the Trades Unions, inaugurated by GLADSTONE, is now beginning to bear fruit, and, as was predicted at the time, has proved incompatible with the continuance of Empire. There are signs that, after a long lethargy the nation at large is beginning to wake up to the real danger of the situation; but as yet it has hardly got to the length of doing more than wiping its eyes.

NON-PARTY IMPERIALISM.

(Daily Press, May 21st.)

A good deal of heated feeling was shown at a meeting of the Royal Colonial Institute in London on the 21st ult. convened "to discuss the grave imperial situation disclosed by His Majesty's Ministers in the debate on the Naval Estimates which has evoked the offers of contributions from the Colonies to the naval defence of the Empire." One of the resolutions submitted to the meeting contained the words: "They also desire to place on record their opinion that, in view of these disclosures, the shipbuilding programme for the British Navy during the present year should be so augmented forthwith as to command for the Navy in the future the same general confidence in its power to protect the Empire that it has so long enjoyed in the past." Exception was taken to this resolution, by, among others, Sir JOSIAH SYMON, a well-known Australian, on the ground that by inferentially condemning the policy of the Government it assumed a partisan character. If, he asked, the Institute could thus condemn the Government of the United Kingdom, might it not be found some day condemning the Government of Australia, which would lead to deplorable fiction? It certainly does at first sight appear that this resolution is a descent into the arena of party politics, but there is convincing force in the Chairman's argument that since the main object of the Colonial Institute is the preservation of the Empire, the Institute cannot afford to be indifferent to the efficiency of the naval power on which that unity must always depend. And as, moreover, the resolution was based upon disclosures and warnings spontaneously given by the Government of the day, the Council of the Institute must be admitted to have made out a strong case for the action it took. The fears expressed by Sir JOSIAH SYMON really bear no relation to existing conditions, for

the naval defence of the Empire is not a matter for which the Empire as a whole accepts responsibility: the undivided responsibility at present rests upon, and has repeatedly been acknowledged by, the Government of the United Kingdom. The resolution therefore was one which could be legitimately brought before a meeting of the Institute as an Imperial and not a party question. Had the distinction not been perfectly clear we can be quite sure that the resolution would not have been carried with but few dissentients; for the Institute has always exercised the greatest care to preserve the non-party character of its proceedings. Not only was the resolution on which the protest was made carried by an overwhelming majority, but a further resolution was also carried by a large majority, in these terms:—"That, appreciating the gallant and spontaneous offers of the Colonial Governments to provide battleships, and otherwise to join in naval defence, this meeting urges his Majesty's Government to give immediate effect to these offers and cordially welcomes the proposal of the Prime Minister, recently made at Glasgow, to call the Colonies into consultation in order to decide upon a continuous policy of naval defence for the Empire." With the passing of these two resolutions it may be said that the representatives of the Colonies in London have expressed Colonial opinion in no uncertain voice on the question of British naval supremacy.

RANDOM REFLECTIONS.

Another good man gone—to Shanghai! When Dr. Wilder left here on holiday there was a pretty shrewd opinion that he would not return, but that he should be sent to Shanghai was not expected. Well, it need scarcely be added that our good wishes go with the doctor.

How seriously some Hongkong officers, military officers, take themselves! A lady went up to one who was the secretary of a certain organisation the other day with the query "Mr. Toney, I believe," "No, Captain Toney, please!" Poor lady confused. Too bad of you, Captain. A military man should have shown greater chivalry.

A cat show for Hongkong! Yes, it is spoken about and I believe it will be carried out. I find it difficult to enthuse over cats, but I realise that the exhibition will do some good. It will confine most of the cats in one area (which I hope may be far removed from my home) for a time, and some of us may look forward to a night's slumber undisturbed by caterwauling.

If we are simply to walk round and look at the felines I am afraid the exhibition will fall somewhat flat. There is no use blinking the fact that the Chinese tabby or tommy has little claim to beauty, though other varieties may be introduced, and unless we have rat hunts or some other competitions to test the merits of the animals time will hang heavily on our hands and the pussies themselves will suffer from ennui.

There is a some little excuse for the foreign pressman being a bit hazy about the exact location of towns in the interior of China, but when a Chinese journalist in Peking writes in English of Changsha as being the capital of the province of Yunnan—well, my advice to him is to take a geography course at Queen's College, Hongkong. Changsha, the capital of Hunan, is not the terminal point of the Yunnan railway which the French are constructing.

I am unable to answer a correspondent who inquires whether the authorities are satisfied that the placards which have been posted over the town requesting the public not to expectorate on the sidewalks have served to mitigate the

nuisance. It is quite possible they have, for notices of this kind are very likely to have a restraining influence. An interesting story in confirmation is told of the early days of the tram cars before they bore the familiar notice about spitting. A European lady (no longer in the Colony) had a habit of showing her democratic sympathies by travelling third-class on the cars. One day a Wanchai coal-heaver, begrimed with coal dust, jumped upon the car and took a seat beside the lady. Once comfortably seated, he expressed his contentment in the usual manner by expectorating about the place. The conductor coming along at the time to collect the coal-heaver's fare, the lady in tones of indignation, which the conductor evidently mistook for agreeable surprise exclaimed: "Are passengers allowed to spit where they like on this car?" The tram conductor, who had evidently undergone some training in politeness at the depot, answered with insinuating grace and a bland smile: "S'pose Missisy wantchee spit, can do—any place, maskee"! I have no doubt the notices which were subsequently posted in the tram cars have served to prevent many little misunderstandings of this description.

Different men: different methods. In other times schoolmasters were wont to use the cane or the "tawse" to keep their classes in subjection or as a deterrent against misdeeds, but I read in a home paper that a Scottish dominie has hit on a novel method of punishment. It is nothing else than compelling the unruly boys to take doses of castor oil. The parents apparently do not view the experiment with favour and they have complained to the School Board. It would be a pity if such originality were suppressed.

We have been hearing a lot during the past twelve months from the Legislative Council about the financial straits into which the Colony is drifting, and we have had a Retrenchment Committee at work trying to save a dollar here and there in the various spending departments. Yet when the alarming statement is made to the Council that the railway which is being constructed for us by the Crown Agents will cost more than twice the amount of the original estimate not a word of indignation or protest has come from the lips of the Unofficial Members of the Council! True, only the two Chinese representatives happened to be present last Thursday when the Governor brought the revised estimates before the Council, but the revelation was enough to give speech to the dumb. Perhaps the Unofficial Members will have a word to say on this subject at the next meeting, and get the Government to enlighten the community as to how this excess over the estimate is to be provided. Not even our optimistic Colonial Secretary who thinks the Colony is not so badly off that it could not afford \$11,000 for compensation to opium divan licences would regard the increase as a mere bagatelle not worth while worrying over.

Dear me! Our Legislative Council is being asked to pass a bill to demonetize postage stamps bearing the head of her late Majesty Queen Victoria. But why? The stamps have presumably been paid for, and why should Government for some whim or caprice refuse to accept them at any time? As well demonetize the dollar or coins bearing the same effigy. I remember at home seeing George III coins still in use, and nobody ever suggested that they should be repudiated. When my notice was drawn to the subject, I looked at the copy of the bill under the heading "objects and reasons," only to find that there weren't any reasons! How funny our law makers can be when they like. No reasons are given for introducing the bill, and yet the heading "objects and reasons" stands out on the printed copy of the bill in black type. It looks as if somebody's thinking apparatus was out of gear.

Man plays many parts in his time, but who thought of seeing the Governor as a plaintiff in an action in the Supreme Court? Then these barristers with no sense of the fitness of things want to know who he is and all about him. Sounds out of this world, eh!

RODEBICK RANDOM.

HONGKONG.

The Hon. Mr. E. Osborne returned to the Colony on May 14 by the *Empress of India* after a year's absence.

The deliberations anent the delimitation of Macao will take place in Hongkong and for this purpose Glenealy Building has been taken.

The appointment of Mr. W. D. Tratman to act as Assistant District Officer, Police Magistrate, and Assistant Land Officer for the Northern District of the New Territories, is notified in the *Government Gazette*.

His Excellency the Governor has been pleased to appoint Mr. A. E. Wood to act as Assistant Registrar General and Deputy Registrar of Marriages during the absence on leave of Mr. E. D. C. Wolfe, or until further notice, with effect from 11th inst.

At a meeting of Pitman's Shorthand Speed Committee held on May 20, Mr. A. Ramsay, *Hongkong Daily Press*, was elected secretary in succession to Mr. S. Kingsbury, and arrangements were made to hold a speed examination at an early date.

Heavy penalties were on May 19 imposed at the Magistracy on a Chinese who was convicted of having taken liquor on board the steamer *Loksun* without permission and also selling liquor without a license. On the first charge he was fined \$25 and on the second \$100.

The Right Rev. Bishop D. Pozzoni left Hongkong on the 18th inst. for Swatow on a mission tour. He will return in time for the confirmation and Procession of the Blessed Virgin Mary, which is to take place in the 31st instant in the compound of the Cathedral of the Immaculate Conception.

On Monday a Parsee Funeral took place after an interval of eighteen months. The deceased, Mr. Burjorjee Nowrojee Fattakia, was the proprietor of the firm of B. Nowrojee of Shameen, Canton. He was 54 years old, and after lingering with an illness for the last few months, died at the Peak Hospital on Sunday night.

We regret to announce the death of Mr. L. J. Xavier, proprietor of the Hongkong Printing Press in Wyndham Street. Mr. Xavier died at his residence at Kowloon early on Thursday morning. The funeral took place in the evening and the esteem in which he was held in the Portuguese Community was evidenced by the large attendance.

A fine of \$200 was on May 19 inflicted upon a native by Mr. Hazeland for having been found with a quantity of opium in his possession. Defendant told the Magistrate that an excise officer had put the opium in his house, but the police officer said this was not true, the fact being that defendant carried on a business in selling opium.

Another case of infringing the rights of the Postmaster General came before Mr. Kemp at the Magistracy on May 19 when a Chinese was convicted and fined \$100. It appeared that on Tuesday a steamer brought down some unstamped letters from Kongmun and were handed by the ship's runner to a coolie who was caught delivering them by Inspector Gourlay.

A Japanese committed suicide in a most determined manner at Yaumati on May 18th night. His body was found floating in the harbour off the Kowloon coal stores, with the throat cut. As his clothes were found on the shore at Yaumati, and as blood was visible near the place, the inference is that stripping off his clothes he cut his throat and either jumped or fell into the water.

Perhaps few people realise what a great temptation to thieves lies in the innocent-looking down pipe with which most houses are provided. House owners little thought of the facilities they were providing for the nimble midnight thief when they introduced this convenience. The pipe gives the intruder opportunities for entering a house, and it is safe to say that a very large proportion of the robberies committed in the colony are attributable to this source. Another instance occurred in Elgin Street on Wednesday night, where although the place is well lit a thief found the opportunity to climb a downpipe unnoticed, break the panel of a verandah door, and obtain access to the house from which he stole a number of articles of value.

Mr. P. N. H. Jones has been appointed to act as Director of Public Works during the absence on leave of the Hon. Mr. W. Chatham, C.M.G., or until further notice. Mr. Jones has also been appointed a member of the Executive and Legislative Councils.

It is stated in the *Gazette* that H. E. the Governor has been pleased to appoint Mr. P. P. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade until further notice, with effect from 12th inst.

An unusual case was heard at the Magistracy on May 17 when a Chinese was charged with hawking dog flesh. Mr. J. H. Kemp, before whom the case was brought, was inclined to believe that the defendant was not acting illegally and adjourned the matter for consideration.

Between Saturday night and Sunday morning some person entered the committee room of the Chinese Y.M.C.A., which was locked with the key left in the lock, and opened the safe by means of a duplicate key and stole therefrom \$237. The thief also took away with him a pongee silk long coat.

The many friends of the Rev. T. W. Pearce of the London Mission Society will regret to learn of the death of his wife at the Victoria Hospital yesterday afternoon. The late Mrs. Pearce had a large circle of friends in the Colony, and their sympathy will be extended to the bereaved husband and sorrowing family. The interment takes place in the Colonial Cemetery to-day at 5 p.m.

The Hon. Mr. Chatham, C.M.G., Director of Public works, left the Colony on Saturday for Home by the *Empress of India*, on nine months leave of absence. Mrs. and Miss Chatham, who have been spending three weeks in Japan, join the steamer at Yokohama. Other well-known passengers by the same steamer were Mr. C. H. Ross and Mr. H. Hancock. The latter will be away five months.

An interesting story comes from Lantau Island. According to the report presented to the police it appears that late on the night of the 15th inst. four men armed with choppers and fighting irons and carrying lighted torches entered a temple near the village of Kungshang, in which some five women were living. They told the inmates not to be frightened, while they helped themselves to the valuables and they took away jewellery to the value of \$107 and other articles amounting in all to the value of \$130. All the booty taken away belonged to one woman, a concubine, who had left her husband some ten days earlier.

Another sidelight was thrown on Chinese life at the Magistracy on May 18 when a richa coolie was summoned for assaulting another. It appears that it is a recognised custom that Hoklos and Cantonese should keep themselves apart, that is to say that they should have separate stands. In this instance it appears that a Hoklo appeared on the stand of the Cantonese in the neighbourhood of the Hongkong Hotel, and of course the latter resented the intrusion with the result that a free fight ensued. It could not be proved that the defendant was the man who assaulted the complainant and the summons was dismissed by Mr. Hazeland, who warned the parties to have more regard for the susceptibilities of each other.

Referring to the appointment of Mr. William A. Rublee as Consul-General at Hongkong in succession to Dr. Wilder, a Manila contemporary says:—Consul-General Rublee will not be a stranger in Hongkong. He was United States Consul-General at that port in 1902. He was later transferred to Havana and, in 1903, to Vienna, from which place he comes to Hongkong again. William A. Rublee was born in Madison, under the wholesome influence of the Wisconsin State University, that has wielded and still wields such a power in American politics and sociology. For some unaccountable reason he did what many another western boy foolishly does, went to Harvard University for his academic education. Like some other shining lights in the United States consular corps, Mr. Rublee was a journalist by profession before he became a diplomat. He made his beginning in the consular service at Prague, in 1890. Rublee was editorial writer on the *Milwaukee Sentinel*.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on May 24th in the Council Chamber.

The following were present:—

HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD K.C.M.G., C.B., D.S.O.

H. E. COLONEL DARLING, R.E. (General Officer Commanding).

Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Sir HENRY BERKELEY, K.C., (Acting Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G., (Director of Public Works).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. F. J. BADELEY, (Capt. Superintendent of Police).

Hon. Dr. HO KAI, K.C., C.M.G.

Hon. Mr. E. A. HEWETT.

Hon. Mr. E. OSBORNE.

Hon. Mr. W. J. GRESSON.

Hon. Mr. WEI YUK, C.M.G.

Mr. C. CLEMENTI (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

Hon. Dr. HO KAI—Sir I beg to point out that the resolution proposed by the Colonial Secretary was not seconded by me but by Mr. Wei Yuk.

FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor laid on the table Financial Minutes Nos. 18 to 20 and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded and the motion was agreed to.

FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 3) and moved its adoption.

The COLONIAL TREASURER seconded and the motion was agreed to.

APPROPRIATION BILL

The COLONIAL SECRETARY moved the first reading of a Bill entitled an Ordinance to authorize the Appropriation of a Supplementary sum of five hundred and twelve thousand and two hundred Dollars and thirty-four Cents, to defray the charges of the year 1908. In doing so he said:—In connection with this bill I beg to lay on the table the draft appropriation account for the year 1908. This bill sir, when it has been read a second time will be referred to the Finance Committee and any further information that hon. members may desire on the bill I shall be happy to furnish in Finance Committee. I think the only item to which the attention of hon. members need be called at the present stage is that appearing on page 32—the item for the Canton-Kowloon Railway, which in accordance with the new colonial regulations has been transferred from the railway construction Suspense Account temporarily to Expenditure.

The COLONIAL TREASURER seconded and the motion was agreed to.

DEMONETIZATION OF POSTAGE STAMPS.

The ACTING ATTORNEY GENERAL moved the second reading of the bill entitled an Ordinance to demonetize Postage Stamps bearing the Head of Her late Majesty Queen Victoria. In doing so he said—This bill is introduced in order to bring us into line with the mother country in respect of the use of postage stamps bearing the head of her late most gracious Majesty the Queen. This Government has taken action upon the suggestion of the Postmaster-General, who was moved in that direction by the proper authorities.

The COLONIAL SECRETARY seconded and the bill was read a second time.

Council then went into Committee and considered the bill clause by clause.

On resuming, the ACTING ATTORNEY-GENERAL reported that the bill had passed through committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded and the bill was read a third time and passed.

CHILDREN'S ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved the second reading of the bill entitled an Ordinance to amend the Law with respect to Children and Young Persons. In doing so he said—This bill has been introduced by the Government on the suggestion of the Imperial Authorities. Its object is to bring our law with respect to punishment for capital offences into line with the law in England. Quite recently the Statute, 8 Edward 7th, has been passed in England exempting persons under sixteen from death sentence. Why that act was passed one does not definitely understand because in practice this sentence in recent years has not been passed on young persons, but still the law is that it can be passed on persons under the age of sixteen who are amenable to the law. It has been considered advisable in England that capital punishment should not be passed on offenders under the age of sixteen, and the object of that bill is to bring that law into force in this Colony.

The COLONIAL SECRETARY seconded and the bill was read a second time.

Council then went into committee to consider the bill clause by clause.

Hon. Dr. HO KAI—The age of 16, European reckoning, would be 18 Chinese reckoning.

The ACTING ATTORNEY-GENERAL—This means sixteen according to the computation of the Court.

The COLONIAL TREASURER—Trouble often arises through the interpreters. When a Chinese child says he is sixteen, the interpreter should say he is in his sixteenth calendar year. It is up to the Court to find out the age of any child.

The ACTING ATTORNEY-GENERAL—It means sixteen from the date of birth, according to English reckoning.

The COLONIAL TREASURER—Age must be considered according to English reckoning.

Hon. Dr. HO KAI—I only wish to point this out because the Chinese youth of sixteen is a totally different person from the European boy of sixteen.

HIS EXCELLENCY—You would make the age twelve or fourteen?

Hon. Dr. HO KAI—Yes, at the age of sixteen most Chinese youths are men.

After discussion it was agreed that the words should stand as in the Bill.

Hon. Mr. POLLOCK—With reference to clause 2, I don't see why a distinction is drawn between a child and a young person. I take it that the object of the bill is to secure that no one under sixteen years of age shall have the death sentence passed upon them. These provisions are taken from a very long English act of parliament.

HIS EXCELLENCY—These are the words in the draft from England which has been sent to all colonies. I do not see any need for the distinction here; it probably refers to definitions made for other reasons in the English Act, from which this section is taken.

Hon. Mr. POLLOCK—It seems to me unnecessary.

HIS EXCELLENCY—Do you propose to omit the words "Young persons" or the word "Children"?

Hon. Mr. POLLOCK—I propose that clause 2 be taken out altogether and that instead of child or young person there should be submitted "a person under the age of sixteen years," these words to be added to clause 3.

This was agreed to.

On the Council resuming, it was reported that the ordinance had passed through committee with slight amendments.

The ACTING ATTORNEY-GENERAL, with the permission of the Council, moved that the Bill be read a third time.

The COLONIAL SECRETARY seconded and the bill was read a third time and passed.

LARCENY AMENDMENT ORDINANCE.

The ACTING ATTORNEY-GENERAL moved the second reading of the bill entitled an Ordinance to amend The Larceny Ordinance, 1865. In doing so he said—The object of this bill is to bring into force in this colony certain provisions in the Imperial Larceny Act of 1901, which act repeals sections 75-76 of the English Act of 1861. The corresponding sections in the local ordinance are 62 and 63, and under the law as it stands, before an agent can be convicted of having committed an offence he must have acted contrary to directions in writing.

As money and property are seldom entrusted to agents with such directions the result has been that 99 agents out of 100 went free from punishment for misappropriating funds given into their hands. We propose to amend our Larceny Ordinance so as to make it coincide with the Imperial Act of 1901.

The COLONIAL SECRETARY seconded and the motion was agreed to.

The Council then went into committee to consider the Bill clause by clause.

On Council resuming the Bill read was a third time.

PUBLIC HEALTH AND BUILDINGS ORDINANCE AMENDMENT.

The ACTING ATTORNEY GENERAL moved the second reading of the bill entitled an Ordinance to amend The Public Health and Buildings Ordinances 1903-1908. In doing so he said—This Bill has as its object to effect certain desirable amendments to the Public Health and Buildings ordinances 1903 and 1908. Since the last bill was passed the control of the market building has been transferred from the Registrar-General's Department to the Sanitary Department, and this necessitates an alteration of the law. Clause 4 makes the required amendment and places the authority in the right hands. Some difference of opinion existing as to the best way of serving notices; the Bill contains a provision which I hope the Council will approve. The first part will probably pass without challenge but I will propose in committee to alter the second part by the insertion of a new proviso which I hope will meet with the assent of the committee. The Bill also deals with the question of the exhumation of bodies interred in Chinese cemeteries.

The COLONIAL SECRETARY seconded.

Hon Mr. HEWETT—Your Excellency, there are one or two points which we wish to discuss, particularly I think with regard to section 6 dealing with section 335 of the principal Ordinance. I think, with regard to that clause, that the unofficial members are all agreed as to a certain change made in the proposed bill and perhaps it would be better if the whole thing were allowed to stand over to be dealt with in committee.

HIS EXCELLENCY—The Attorney-General has already intimated that we propose to amend the proviso to the section to which the hon member has alluded and I think we can very well leave that open till the committee stage.

Hon. Mr. HEWETT—I merely wished to keep the point open, Sir.

Council then went into committee to consider the bill clause by clause.

Hon. Dr. HO KAI—I understand the learned Attorney-General says that the control of the markets has been transferred from the Registrar-General's to the Sanitary Department. But for sometime past since that transfer was made, the letting of the stalls was entrusted to the Registrar-General, and the Attorney-General has not given any reason why it was considered necessary by Government to take away the letting of stalls from the hands of the Registrar-General and transfer the work to the head of the Sanitary Department. Unless he can give good reason for the change, I venture to think it is a mistake, because the Registrar-General is the officer who comes into most intimate contact with the Chinese, and he is also able to exercise supervision over the letting of stalls and prevent any possible abuse or corruption. He would be able to secure a much larger revenue for the government, besides securing the confidence of the Chinese, and it would not take away from the Sanitary Department the control of the markets, therefore the officer most competent to lease these stalls should be kept doing that duty which he has done so well and efficiently during many years past.

The COLONIAL TREASURER—This is only a question of a change of what is described as a sub-accountant. The Treasurer is responsible for seeing that the proper amount is collected, and I am perfectly satisfied that the head of the Sanitary Department can do it.

HIS EXCELLENCY—The Sanitary Department is responsible, generally speaking, for the whole control of the markets, and we thought it better that this one item should also go into their hands. The Registrar-General is fully employed with emigration and other such questions, and we wish to give him as much time as possible

to devote to Chinese matters. The proposal originated with him.

Hon. Dr. Ho Kai—If the Registrar-General has not the time I can see no help for it.

The REGISTRAR-GENERAL—I don't think I can admit that the head of another department would be able to do this work more efficiently than the Registrar-General, and he being a member of the Sanitary Board would always be at hand to give any advice or assistance called for.

Hon. Mr. HEWETT—It appears to me that it would be much better not to divide the authority over the market, and that it would be very much better that the letting of the stalls should be left to the Sanitary Board, not to the Sanitary Department, so that any question could be discussed at the Board. I suggest that instead of head of the Sanitary Department it should be Sanitary Board.

THE COLONIAL TREASURER—In that case you will make that particular part of finance in the Colony independent of the Treasurer. According to my hon. friend there is a suggestion that if we give it to the Board it would be impossible for me to lecture the Board. I can lecture the head of the Department, but not the Board.

Hon. Mr. HEWETT—You can lecture the Board if you wish to, but of course we have the right to reply.

The COLONIAL TREASURER—It is a subordinate function entirely.

Hon. Mr. HEWETT—I don't press the point, but think it ought to come before the Sanitary Board.

The ATTORNEY-GENERAL—It has been suggested that section 82 of the Public Health and Building Ordinance, which deals with selling and bringing into the market food which is unfit for human consumption, should be amended. The section reads: "No person shall sell or expose for sale or bring into the colony or into the market any food" etc. It is silent as to the person who has in the colony, but not in the market, food unfit for human use. It has been suggested that it would be wise to add the words "or in his possession" to that clause. It is somewhat wide, but I think we may trust to the discretion of those who have to enforce the law that they will only proceed where they believe there is an intention to offer it for sale. A case has actually arisen where a man was found in the streets with meat in a putrid state, and there was every reason to believe he was going to sell it. The object of the provision is to protect persons from having tainted food given to them, and there seems sufficient justification for such a clause.

Hon. Mr. POLLOCK—What class of man was the man?

The ATTORNEY GENERAL—A full grown man (laughter).

Hon. Mr. POLLOCK—Was he a hawker?

The ATTORNEY GENERAL—I don't know.

The Hon. Dr. Ho Kai—It is extremely dangerous to give so much power. A man might have meat which he intended to throw away.

The COLONIAL SECRETARY—When you arrest a hawker with such meat he says—"I was just going to throw it into the harbour."

Hon. Dr. Ho Kai—I think it better to give the discretionary power to the magistrate. Let him decide whether the man intended to sell it or not.

HIS EXCELLENCY—It is difficult to prove intent to sell and we want to get some words which will make it easier to deal with the man with diseased meat in his possession which there is reasonable cause to believe that he intends to sell.

The following words were inserted after the word "market" in the 2nd line of the section:—"or have in his possession without reasonable excuse, the onus of proving which shall lie on him."

With reference to clause 4.

The DIRECTOR OF PUBLIC WORKS said—In some cases, plans have been submitted and approved and without any action having been taken on them another set of plans has been sent in for the same premises which had certain divergences from the original plan. It was difficult to deal with the second set of plans before the original plans had been disposed of, as the Building Authority had no power to refuse plans if they were in accordance with the Ordinance.

The clause was agreed to.

On the clause as to the manner of serving notices.

Hon. Mr. HEWETT—The service of such notices should be by registered letter. I don't wish to cast any reflection on a very important branch of the Government service but it is well known that letters posted in the ordinary way do not always reach their destination.

HIS EXCELLENCY—In that part of the amendment we have adopted the words of the English Act.

Hon. Mr. HEWETT—I am talking of registered letters, sir, in view of the fact that we have to deal with Chinese letter carriers and native servants. It is very important that notices of this kind should be registered. I hold that opinion very strongly because it is not an uncommon experience that letters sent through the post are not delivered.

HIS EXCELLENCY—I agree to the amendment.

Hon. Mr. HEWETT—I think it would be better to adopt the change which was introduced in the amending ordinance last year and that the notice be served on "the person affected by the document."

HIS EXCELLENCY—The first part of the subsection stands unaltered. The amendment now proposed by the Hon. Attorney-General is in substitution for the proviso, and has been drafted in order to give effect to a resolution of the Sanitary Board, which referred to notices served on the owner only.

Hon. Mr. HEWETT—The point we want to make clear is that we find in practice that notices for removing nuisances, which ought to have been served on the tenant have been served on the owner, and that notices which ought to have been served on the owner have been served on the tenant. We want to make sure that they are served on the proper person.

The ATTORNEY-GENERAL—You will find that covered in the next paragraph.

Finally it was agreed to substitute the following for the Proviso to the section:—Provided that any notice, summons or order required by this Ordinance to be given, issued or made to the owner of any premises shall be served either by leaving the same at the place of business or residence within the Colony of such owner or of his authorised Agent or if the whereabouts of such owner or of his authorised Agent be unknown, by post by a registered letter addressed to such owner, or to his authorised Agent, at his last known place of residence or of business in the Colony.

On the clause relating to exhumation of bodies.

Hon. Mr. HEWETT asked—If the cost of re-interment of bodies meant re-interment in the Colony? He did not suppose the Government meant to re-inter Chinese outside the Colony.

The COLONIAL TREASURER—Why not? We want to encourage them to inter outside the Colony.

Hon. Mr. HEWETT—I want to know if it is the policy of the Government?

HIS EXCELLENCY—Interment must be in an authorised cemetery. If exhumation is in consequence of orders issued by Government, the Revenue provides the reasonable cost of re-interment in the Colony. It was not the intention to provide for the expenses of exporting bodies out of the Colony.

The provision for exhumation of bodies was then approved with certain amendments, and the bill was left in committee, the Clerk of the Council being instructed to have the sections renumbered throughout the bill.

CIVIL PROCEDURE ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL—I do not intend to proceed with the next order of the day, the third reading of the bill entitled on ordinance to amend the Code of Civil Procedure. I move that it stand over.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

LIFE INSURANCE COMPANIES ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved that Council go into committee on the bill entitled an ordinance to amend the Life Insurance Companies Ordinance 1907.

The COLONIAL SECRETARY seconded, and Council went into committee and considered the bill clause by clause.

On resuming, the ATTORNEY-GENERAL reported that the bill had passed through com-

mittee with slight amendments, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the bill was read a third time and passed.

MERCHANT SHIPPING ORDINANCE AMENDMENT.

The ATTORNEY-GENERAL moved that Council go into committee on the Bill entitled An Ordinance further to amend the Merchant Shipping Ordinance 1899. In doing so he said—This bill was before the Council some time ago, when it was passed with the exception of two clauses which were left over for the consideration of myself and my friend Mr. Pollock. We came to certain conclusions on those clauses, but subsequently the bill received re-consideration generally. I have a number of amendments to move which will not affect the principle of the bill or its details, but will improve its phraseology.

The COLONIAL SECRETARY seconded, and Council went into committee to consider the bill clause by clause.

On Council resuming the ATTORNEY-GENERAL reported that the bill had passed through committee with sundry amendments and he moved that it be read a third time, and that the title thereof be deemed sufficient.

The COLONIAL SECRETARY seconded, and the bill was read a third time and passed.

THE TRAMWAY BILL.

The ATTORNEY-GENERAL moved that Council resolve itself into a committee of the whole Council on the bill entitled an ordinance for authorising the construction of a tramway within the Colony of Hongkong.

The COLONIAL SECRETARY seconded.

HIS EXCELLENCY—Gentlemen, on 17th December last the hon. Attorney-General moved that the Council resolve itself into committee to discuss this bill for a new tramway. The Council then heard a petition by the Rt. Rev. Bishop Pozzoni, and I addressed the Council. The hon. member who represents the Chamber of Commerce proposed that the discussion should be adjourned in order that Hon. Members might consider the circumstances both of that petition, and of the speeches which had been made on the question. The discussion was accordingly adjourned, and the question of the rival routes for this tramway was referred to the Public Works Committee of this Council on 30th December last. Their report was presented to the Council on 11th March, and was adopted. The Public Works Committee condemned the trestle scheme, and they recommended the adoption of the scheme of an open cutting, or alternatively, if that was not approved, the adoption of the third route, which was for a tunnel under the public gardens. The Company who are promoting this scheme were therefore told that the Government would not be able to support the project for carrying the tramway on trestles up Glencaly Valley, and they were asked which of the two other schemes they preferred. They replied, that they preferred the second viz; the open cutting through the gardens.

But in order that the Company should not be put to undue expense in preparing detailed plans before this Council had finally approved that proposal, I suggested that the Company should prepare sketch plans only. These will be circulated to members of Council in order that they may see roughly what the proposals involve with regard to the public gardens, and how far it will injure them. I propose to adjourn the discussion of this motion to-day in order that hon. members may have time to study the plans, and also in order that the petitioners may have an opportunity of investigating them and stating whether or not they have any objection to the route now suggested. I also propose to circulate to members of Council before our next meeting, a statement by the Superintendent of the Botanical and Forestry Department describing the effect on the public gardens of this scheme. At our next meeting we will discuss the question as to whether the general proposal is accepted and whether the bill is to be referred to committee.

The COLONIAL TREASURER—To a special committee? I may say that I don't think the tunnel will ever be made.

HIS EXCELLENCY—That will be discussed at next meeting.

The COLONIAL TREASURER—They are only haggling over the matter.

HIS EXCELLENCY—The plan to which I alluded will be left on the table for hon. members to consult if they wish to do so. Council will adjourn until Thursday next.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the COLONIAL SECRETARY presiding. The following votes were passed:

REGISTRAR GENERAL'S DEPARTMENT.

The Governor recommended the Council to vote a sum of one hundred and thirty-two dollars and fifty cents (\$132.50) in aid of the vote, Registrar General's Department, Emigration Sub-Department, for the following items:—

Sergeant, Allowance for Fuel and Light \$42.50
Sergeant, Language Allowance (Chinese) 90.00

Total \$132.50

OFFICE CHARGES.

The Governor recommended the Council to vote a sum of Two hundred and sixty-nine Dollars (-269) in aid of the vote, Governor, Other Charges, Typewriter.

TYPHOON REFUGE.

The Governor recommended the Council to vote a sum of Twenty-five thousand Dollars (\$25,000) in aid of the vote Public Works, Extraordinary, Causeway Bay Typhoon Refuge, Deepening shallow area to one foot below Ordnance Datum.

The CHAIRMAN—The sum appearing on the estimates for the year for this service is \$20,000, and the Public Works Department made more rapid progress than was anticipated, therefore this extra item is now required.

Hon. Mr. POLLOCK—When is this work likely to be completed?

The DIRECTOR OF PUBLIC WORK—Before the end of the current year (applause).

RECEIVING STOLEN PROPERTY.

Before Mr. J. H. Kemp at the Magistracy on May 14, two unemployed natives, with no fixed place of abode, were charged with stealing two gold rings valued at \$115 and \$53 in money from Mrs. Weigal, who resides at Nathan Road, Kowloon. One of the defendants was previously employed by the complainant, but at the time of the larceny she had a new "boy" and a new coolie. On the 12th instant she left her residence at about 6 p.m. in charge of the "boy" and the coolie. When she returned at 7.15 p.m. the "boy" and the coolie were missing, and so were two diamond rings and \$53. The defendants, it appears, were friends of the thieves, and received the stolen property from them to pawn. Arrest followed its presentation at a pawn shop, and the men were prosecuted by Detective-sergeant Wilden. After hearing the evidence his Worship convicted both men of receiving, and sentenced each to three months' imprisonment with hard labour and three hours' stocks.

FILIPINO FARMERS.

ASSISTED TO SECURE HOMES.

The thrifty Filipino farmer who wishes to establish a homestead for himself and family, says a Manila exchange, given every possible encouragement and assistance by the Philippine Government. The Government realizes that the establishment of a stable crop like hemp or coconuts and the making of permanent improvements on a farm will not only benefit the individual farmer but will make the country that much richer and more prosperous. The more farms of this class that are cleared and improved, the greater will be the improvement of economic conditions in general in the islands.

For the betterment of the material welfare of this stable farmer class, the free use privilege of public lands has been granted. Any Filipino with the sincere purpose of developing a bit of agricultural land to furnish him with a permanent means of livelihood may obtain a concession.

The spot selected by a prospective farmer is usually situated in a public forest. The reason for this is that the soil there is exceedingly rich and fertile, and cultivation is much easier on land where wild grasses have no chance to grow.

AN ENGINEERING TRIUMPH.

BEACON HILL TUNNEL PIERCED.

The Beacon Hill tunnel was pierced at 5.30 p.m. on the 17th inst., several months before the estimated time. The railway staff are justly jubilant over the feat, for, as His Excellency the Governor observed at the last meeting of the Legislative Council, it is a novel undertaking in this part of the world. While we may moan over the unreliability of the original estimates of the cost, everyone will appreciate the engineering feat which has been accomplished.

The Beacon Hill tunnel was started about January, 1907, and though the excavators junctioned yesterday the tunnel will not be completed until the end of the year. It is satisfactory, however, to learn that notwithstanding the many difficulties which had to be surmounted, both as regards labour and explosives, excellent progress has been made. This is largely due to Mr. Waite, the tunnel superintendent, whose extensive knowledge of tunnelling has enabled him to proceed at a rapid pace. Incidentally, it may be mentioned that the Waite family claim an unbroken record of four generations who have worked for the public in the construction of ways and means of transport. In February, 1908, the Governor announced that the expenditure on the tunnel exceeded the estimate for the previous year by \$198,977. This was accounted for by more costly labour than was anticipated, and by the large quantity of explosives it was found necessary to use by reason of the fact that in the first thousand yards from each face of the tunnel a semi-decomposed granite was encountered for which explosives were practically useless, but which was too hard to be removed by pick and shovel. After cutting their way through this, the excavators were confronted with exceedingly hard rock.

On September 11th of last year the tunnel heading from north and south had reached a total of 4,603 feet out of 7,212 feet, progress being at the rate of nearly ten feet per day. Then the hardness of the rock encountered reduced the progress. From the beginning of the tunnel on January 1st, 1907, until the end of that year the average progress per week was 40.27 feet, while last year it was 63.15 feet. During 1908, 3,544 feet were driven, making a total of 5,644 feet, 2,523 being driven from the south, and 3,116 from the north side. The material through which the heading was driven at the south side was much more variable than that at the north, in some places wet running sand being met, which added greatly to the expense and caused considerable delay.

The cost of the tunnel driving, according to the report of the Chief Resident Engineer, was very much reduced during 1908, due to better organisation made possible by coolies getting more trained to the work. Nevertheless, the tunnel is expected to cost nearly a million more than last year's estimate. And this notwithstanding that it was found to be 44 feet less in length than was anticipated. In 1907 the heading of the tunnel cost \$184, but this was subsequently reduced to \$70.04. Enlarging in the same year cost \$275 per foot, and this has now been reduced to \$140.86. Breaking-in now costs \$113.54 as against \$221 in 1907.

The cost of the Beacon Hill tunnel is placed at not less than a third of the total cost of the railway, but its completion marks the surmounting of the greatest difficulty that will be encountered on the Kowloon-Canton line. It is expected that the tunnel will be lined and finished by the end of the year, and that the permanent way will be laid and the line opened in May 1910. Fourteen months later it is confidently anticipated that through trains will be running to Canton.

Except for a few hundred feet at the north and south faces, very hard rock has been met with throughout. The tunnel at the south side rises at a grade of 1 in 100, and descends on the north side at a grade of 1 in 400, making a total length of 7,212 feet. Many and difficult have been the obstructions, but these have been successfully overcome by the zeal and energy of the tunnel staff. Large streams of water have been tapped, malaria has killed the coolies by the dozen and prostrated

the British miners. The highest progress made in one week in heading driving was 18 feet; the greatest number of feet of completed tunnel 300, which compares very favourably with the progress of similar tunnels in Europe. The Assistant Engineer for the tunnel, Mr. Southey, was responsible for the alignment and levels, and he is to be congratulated on the accuracy of the junction.

The drill passed through the last layer of rock at four o'clock. A large charge of gelatine was placed in the drill hole, and when this was discharged the rock which barred the way was removed. The smoke soon cleared, and then there was a wild rush of miners and others with the object of being first through. The honour fell to a Chinese excavator, who was closely followed by an Italian, the remainder of those who had assembled to witness the last charge following close in the rear.

As they met, hearty greetings were exchanged between the workmen from the north and south faces. Two baskets of champagne were in readiness to celebrate the occasion, and there, underground in the centre of Beacon Hill, the pioneer tunnellers of South China celebrated the occasion in the time honoured manner.

When handshakes and congratulations were over glasses were charged and Mr. Waite proposed a toast to the miners. He had never worked with a better lot of men, he said, men who knew their work, and did it well. He did not speak of the British miners alone, but also of the Italians whose expertness in machine drill work, if equalled, could not be excelled.

Other toasts followed, practically the whole of the railway staff being honoured before the assembled party left the tunnel, musically inclined and delighted with the task accomplished.

THE CELEBRATIONS.

To celebrate and commemorate the meeting of the headings in the Beacon Hill tunnel the railway staff on May 19th had a tiffin at Shatin. The occasion was a memorable one inasmuch as it records the success of a British engineering feat never before essayed in South China, and the invitations issued by the staff, although not all accepted, found responses from many prominent engineers and Government Officials. The invitation list included the Governor, the Colonial Secretary and the Director of Public Works, and many comments were passed on the absence of these three high officials on such a special occasion. Those invited were H.E. the Governor, Sir Frederick Lugard, Hon. Mr. F. H. May, Hon. Mr. W. Chatham, Colonel Darling, Hon. Mr. and Mrs. W. J. Gresson, Hon. Mr. E. Osborne, Mr. and Mrs. Grove (Canton), Mr. and Mrs. G. W. Eves, Mr. C. Clementi, Mr. C. H. Ross, Mr. P. N. H. Jones, Mr. and Mrs. W. H. Logan, Capt. and Mrs. Wait, Mr. S. B. C. Ross, Mr. and Mrs. R. T. Baker, Mr. and Mrs. Geo. T. Lloyd, Major Hart Synnot, Mr. Ough, Mr. W. Waite, Mr. A. H. Hewitt, Mr. and Miss Mullock, Mr. and Mrs. Southey, Mr. and Mrs. Walker, Mr. and Mrs. Evans, Mr. Vergette, Mr. Ghella, Comm. Volpicelli (Italian Consul), Dr. Hartley, Messrs. Brayn, B. T. Waite, J. E. Menagh, Stein, Morris, C. P. Waite, Glaiseman, Almada, W. Wilson, H. Smith, D. Almada, Childs, F. Bailey, White, Steadman, Lee, Azeda, Peddar, Hott, W. Bailey, Bagley, Grant, S. Kelly and Lee.

A special train with an engine decorated with flags, and a number of trucks awaited the visitors at the junction of the Taiipo Road and Taikoktsui. Thence they were carried to the south face of the tunnel, through which they passed to the north face where the celebrations took place. A railway truck was provided for the ladies, the gentlemen of the party following in the rear on foot. The mile and two-thirds tramp through the tunnel could not be characterised as a pleasant one, but all were out on pleasure and none complained of the inconveniences caused by a stumble in the semi-darkness, a walk in water up to the ankles, or an occasional shower which overtook the visitors in different sections.

At the scene of the junction a halt was made. There a red tape barred the way, and when all strugglers were assembled the stentorian voice

of Mr. Waite was heard, "Ladies and gentlemen, Mrs. Eves will now cut the barrier." This being done the party again moved on, stumbling, tramping in the water, and dodging the head beams until the light of day showed at the north face.

At Shatin all assembled at the elaborately decorated store where tiffin was to be held, a halt being made at the entrance.

There Mr. Waite, the tunnel superintendent, remarked that all had had the pleasure of walking through Beacon Hill. Most of those present, he thought, knew something about tubes, bicycle or motor tubes, and when they met with a puncture it was not necessary for him to remind them of what they said. That morning they had seen the biggest puncture in South China, and a puncture which delighted them as well as all Hongkong residents. The railway staff were responsible for that puncture, and they did not wish to mend it. They were going to make it bigger to enable five or six hundred persons to go through in a train at the rate of sixty miles an hour (applause). After this was accomplished he would be, he did not know where, but at present a very pleasant duty had fallen to his lot; that was, to make a presentation to Mrs. Eves of a model drill machine for so kindly piloting them through the tunnel (applause).

Mrs. Eves was then presented with a model of the machine which had enabled the staff to make their big puncture, and returned thanks amid loud applause.

Mr. Eves also responded on her behalf. He was sure that his wife would always keep the nice model presented in memory of the occasion which was such a notable one for the Colony of Hongkong (hear, hear and applause).

In an interval which followed, the railway staff adjourned to the heading of the tunnel, where a group photograph was taken.

Then the ladies assembled in a group outside the store, the gentlemen forming a semi-circle round them. In this position a second photograph was taken.

Tiffin followed, a jolly tiffin, and when the inner man had been satisfied there was a call to order and to charge glasses.

Mr. Eves said.—To-day we have met together to celebrate an event which has been looked forward to for a long time, namely the meeting of the headings of the Beacon Hill Tunnel, and I would ask you before leaving to drink to the health of the executive staff and the contractors on whom has fallen the arduous task of carrying out this work in the field. It is due to the untiring energy of these men, engineers, foremen, contractors and last but not east, coolies, that the headings have been made to meet earlier than was expected. The work has been kept going day and night for the last 2½ years and what labour and patience this entails, no one can tell who has not tried it. For those in executive charge and their foremen, it means constant anxiety and watchfulness to guard against accidents and repair the damage when they occur; they have to be constantly looking ahead to see that the work does not stop for want of anything. For the contractors it means continual worry to get coolies to keep the work going under the very trying circumstances which are unavoidable in driving such a large tunnel. A few of these visitors here to-day have been in the tunnel before the headings met, and they have some idea of what the atmosphere was like in which the staff had to work, and can understand what they have had to put up with during the last few years. Sickness has prevented many from being present to-day who started the work, but there are some here who came out in the middle of 1906 and have worked constantly since that time. Mr. Waite who is in charge of the work came out in the middle of 1907 as a young man of 55 or 60. A great many prophesied that he would not last a month in this climate as he had never been out of England before, but you see him here as lively as ever and much younger looking from having shaved off his beard. Large railway works such as this tunnel are very often the dumping ground of a very rough crowd and it needs a great deal of tact and sometimes physical strength to keep order among the workmen. The successful carrying out of this work is due very largely to the wonderful way Mr. Waite has of dealing with and controlling men of all

sorts. Even the most cantankerous and rebellious miner has thought better of it when he has seen Mr. Waite stretch out his arm. To Mr. Southey credit is due for the accuracy of his lines and levels which has enabled the headings to meet so well and with such great accuracy. How this is accomplished is always a mystery to those who are not engineers, but though not quite as miraculous as some of you think it is none the less a difficult thing to do and requires a great deal of patience and careful measurements. Among the contractors I would make special mention of Mr. Ghella. He came to Shatin early in 1907 and started in a small way, sinking the 270 ft. shaft, and since that time he has enlarged his sphere to such an extent that he has now half the tunnel under his control. Since he started he has done 5,070 feet of heading which is a very large proportion of the 7,200 feet that has been done. To his pluck in never turning his back on the work even in the face of great disappointment and difficulties is due the successful achievement which we to-day celebrate. At times the rock has been so hard that the drills almost turned round and looked at him rather than go through, and at other times water has broken through in such quantities that he has had almost to swim out of the heading. Notwithstanding all these difficulties he is with us still and will remain with us I hope till the completion of the work. Many English people think that Italians are a dangerous sort of people to meet as they think have always a knife somewhere concealed about them ready to stick into one, but I can contradict this most flatly. A more law abiding and quiet set of men than Mr. Ghella and his fellow countrymen here I think could not be found anywhere. The confidence with which the Chinese coolies look up to Mr. Ghella speaks volumes for the justice and fairness with which he treats his workmen; no complaints of any sort have ever reached me. The large number of coolies which he has at his beck and call to work even under the most trying conditions and the readiness with which they carry out his orders has been a great help to the work. I would ask you therefore to join with me in drinking the health of those who each in their several stations whether engineers or foremen, miners or contractors by, their patience and perseverance have contributed so largely to the successful carrying through of this work. (applause).

Mr. WAITE, who on rising was received with loud cheers, said—Ladies and gentlemen, I have been in a good many tight corners in my life, which is not a short one, and I am in a tight corner to-day, but it is not so serious, because I do not stand alone—I have got the support of the tunnel staff, a noble staff which includes different nationalities. I beg to thank you for the kind manner in which you have honoured us, and my expressions cannot convey the pleasure I feel in having pierced Beacon Hill, which was a work of anxiety in more ways than one. We railway men came out here knowing scarcely anyone, but since our arrival we have found that there were men here before us, and good men. I am proud of them, and had it not been for the assiduous and indomitable perseverance of Mr. Ghella and his comrades I can assure you that we should not have met yet in Beacon Hill. Mr. Ghella has been a support to me from the start. I had not seen him four days before I made up my mind that he was the man to be kept here if possible. I managed to keep him here, and the result is as you see—(Applause) The other men employed in the tunnel have also worked very diligently with me, and I thank them for the support they have given me. I am not prepared to make a long speech, but I must thank you for the kind manner in which you have honoured us. (Applause).

Mr. GHELLA, in acknowledging the hearty manner in which his health had been drunk, remarked that all were no doubt aware of the difficulties which had been surmounted in the tunnel. He had been employed on many railway works, among others the Simplon tunnel, and he had no hesitation in saying that he regarded the Beacon Hill tunnel as great an undertaking as the Simplon, when consideration was taken of the labour here and the effect of malaria. It was a lasting monument to British enterprise in the Far East—(Loud applause).

Colonel DARLING R.E., said he found himself in quite an unexpected position, as he thought he was coming to a quiet little lunch party. He was sure all were greatly interested in what they had seen, and what they had heard since lunch. There was one toast, however, which remained to be proposed, and that was, the health of the Chief Resident Engineer (applause). He also thought it would not be out of place to drink the health of Mr. Waite again. He was not going to say much about Mr. Eves, because he was an old friend, and it might make him blush if the speaker said all he thought about him. He would simply ask all to drink the health of Mr. and Mrs. Eves.

The toast was honoured, and persistent calls followed for a word from Mr. Southey, the Assistant Engineer. During a lull in the vociferous demands of the staff,

Mr. Eves returned thanks on behalf of his wife and himself, and wished the staff every success in the enlargement of the tunnel. He hoped that they would be able to change the date stone on the face before the year was out and make the time of completion 1909 instead of 1910 (loud applause).

Mr. WAITE then proposed the health of the visitors, with which he coupled the names of Messrs. Grove and Volpicelli. On the toast being honoured,

Comm. VOLPICELLI said there was a Scottish saying that "a wilful woman maun hae her way," and he believed that Mrs. Eves would have her way and have him speak. He would begin by thanking Mr. Eves for giving the Italians such a good character. Character in nations changed very rapidly, and Italy was now the most hard working nation in the world. It gave him great satisfaction to be present with his few countrymen. Railway work, especially tunnelling, was becoming almost a speciality with Italians, who no doubt owed a great deal to the geographical status of their country. He would reiterate the sentiments expressed by Mr. Ghella, and again return thanks for the way in which his countrymen had been encouraged in their work.

Comm. VOLPICELLI then called upon the Italians present to charge their glasses and drink the health of the railway staff. The toast was honoured with many "vivas," and as the toasters resumed their seats the store rang with loud applause.

Mr. GROVE returned thanks for the kindness in coupling his name with those of the visitors. He was not going to trouble those present with remarks about the Imperial Chinese section of the line. The newspapers had been very generous, and he was afraid that everyone was really getting rather tired of hearing about the Chinese section. That section would now retire into obscurity for about twelve months or so, but he hoped that they should emerge at the end of that time with something that was worth telling. He would like to say, however, that an occasion of this kind made him rather envious; firstly, because it was connected with a great engineering work such as he was sorry to say they had not on the Chinese section; and secondly, because it was connected with the practical completion of this great engineering work. He thought it was a fact that the British section stood almost by itself among short railways in the world in the nature of the work which was connected with it. It had been his privilege once or twice, owing to Mr. Eves' courtesy, to see the work which was proceeding on different parts of the line. From the first he had been struck, with the extremely heavy nature of the work, and with the workmanlike manner in which it had been carried out—(Applause). The line he was sure, would be a lasting monument of British engineering and of British colonial enterprise—(Hear, hear and applause). He did not think that many present were able to realise as he was the difficulties connected with railway work in South China, perhaps more especially than in North China. Here a few years ago there was comparatively little trained labour, and the nature of the southern Chinese was rather cantankerous. It took a good deal of patting on the back before the southern man would give much in return. Then there were labour and trade unions of various kinds to contend against,

and conditions of sanitation in certain parts such as were rarely met with in the West. This, of course, made railway enterprise difficult, but as he had said, the heavy works carried out on the British section were such that great credit must necessarily be due to those who had conceived these works, and had carried them out in such an efficient way. He concluded by thanking all very much for the kind way in which they had received the toast of the guests—(Applause).

Emphatic calls followed for a word from Dr. HARTLEY, who at last responded. He was delighted with the kind expressions of good will of those present, especially those (the staff) seated at the bottom end of the table. It was not often that a medical officer's work was mentioned, nevertheless the work on the railway had been exceedingly arduous for Dr. Nada and himself. It meant night and day work, and it was mentioned that day that several had been unable to attend owing to sickness. Some men, it should not be forgotten, gave their lives in the making of the Beacon Hill tunnel. The health of the camps was exceedingly bad at the commencement of the work, but now it was altogether different, and he thought that Shatin valley ranked quite with Hongkong in health. That was not due entirely to the doctors, but to the loyal co-operation and enthusiastic way in which recommendations were received and carried out by Mr. Waite and his staff. Those present had heard great eulogy concerning the Italians and from a medical standpoint they were the best men the speaker had ever come across. They were not easily scared by sickness, and had the good sense to know exactly what to do in case of emergency.

A vote of thanks to Mr. Wilson of the Dock Co., for providing the flags for decorating was carried by acclamation, and the health of that gentleman was drunk.

This ended the tiffin proceedings.

[TO THE EDITOR "HONGKONG DAILY PRESS."]

Government House, 21st May 1909.

DEAR SIR,—His Excellency observes that it is stated in the Press that he and several senior officials were invited to be present at the ceremony of walking through the tunnel, and that his and their absence was much "commented on."

As His Excellency would be sorry if the impression were conveyed that there was any lack of interest on his part in the ceremony or any lack of appreciation of the very successful way in which the colossal task of boring the tunnel has been completed, he has desired me to inform you that no such invitations were conveyed to him, or, so far as he is aware, to the officers referred to. The C. R. E. asked whether it was the Governor's intention to be present (in which case he would invite several senior officers), at the same time intimating that he could not be certain of the exact time at which the junction would be effected, and suggested that any formal ceremony should be deferred until the completion of the tunnel or the Railway, and it was understood that he was anxious to limit the occasion to a luncheon given by himself to those employed in the tunnel and a few personal friends. It was for this reason that His Excellency and the senior officers refrained from being present.—Yours very truly,

N. SIMSON,
Private Secretary.

HERO DECORATED AT MACAO.

On Sunday at Macao shortly after 12 o'clock noon, the Police force was paraded in full strength in front of the Barracks to witness the conferment of an honour on one of their comrades, Sergeant Manoel d'Oliveira Leite, who in 1907 distinguished himself for bravery in the Cuamato campaign under the command of the then Captain, who to-day is Lieut. Col. Rocadas, Governor of Macao. The sergeant was decorated by Governor Rocadas himself with a silver medal for military valour, and in pinning the medal on his breast His Excellency made an inspiring address with many allusions to the campaign in which the Portuguese won a brilliant victory. The ceremony was witnessed by a large number of military and civilians.

CORRESPONDENCE.

THE RAILWAY ESTIMATES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 18th May 1909.

SIR,—The Committee of the China Association conceive it to be in the public interest to endeavour to dissipate an erroneous impression that Hongkong is being called upon to pay for the Colonial section of the Kowloon-Canton Railway considerably more than the work is worth. The prevalence of this impression is indicated by certain Press comments upon His Excellency the Governor's speech in Council on the increased estimates. From the general tone of these it might almost be assumed that mismanagement had led to the doubling of the legitimate cost of construction.

There appears to be a popular idea that the original estimate was for some 5 million dollars; that the work ought not to have cost much more; but that gradually, owing to a series of blunders, the figure has risen to 11 millions. This belief that the cost has been doubled by mismanagement has naturally led to severe criticism being directed against those responsible for the undertaking. I venture to submit that it is not borne out by the full circumstances of the case.

The first important fact to note is that the estimate of 5 million dollars was a mere rough estimate made by Mr. Bruce on his original survey. The line beyond Shatin as planned by him, was a single line throughout, to run along the edge of the sea shore from Lokloha to Taipo.

The alignment which he proposed, and on which this rough estimate was based, had subsequently to be altered because the typhoon of September 1906 showed the shore edge to be unsafe. That typhoon was a revelation in many ways. It taught several lessons to others besides Railway engineers, and there is no particular blame attaching to anyone for not having foreseen the possibilities of destruction reposing in the sheltered waters of Mirs Bay. If we can all now see that Mr. Bruce's original alignment was a mistake we ought in fairness to remember it was at least excusable under the circumstances.

The change in the alignment, removing the track out of reach of the sea, entailed much heavy cutting not contemplated by Mr. Bruce, and the boring of three additional tunnels, of which that undertaken at Taipo is in itself a considerable enterprise. It is also important to remember that it was subsequently decided to build all bridge cuttings, and the three additional tunnels, wide enough to admit of a double track being laid, should the necessity for that hereafter arise. Mr. Bruce had not made provision for costly developments of this sort. It was not his business to do so. His business, as described by His Excellency the Governor in the Legislative Council on the 6th February 1908, was "to make a preliminary survey and to base upon it a preliminary estimate." How rough an estimate it was may be gathered from His Excellency's comment upon it in the same speech, in relation to the cost of earth work. He said "it is difficult to know exactly what rates Mr. Bruce had calculated at, because no drawings or calculations of quantities and rates were supplied with the estimate." "In justice to Mr. Bruce it should not be forgotten that the first and by far the most important duty which fell upon him was to decide upon the main route of the railway. At one time the Deep Bay route had been recommended. He had to determine which of three different routes should be adopted, and it stands to his credit that his decision on this vital point has been generally admitted to be sound.

The first detailed and authoritative estimate made was that submitted by Mr. Eves in his report dated 4th February, 1908, and laid before the Legislative Council on the 22nd. of the same month. If this estimate is compared with that made by Mr. Bruce it will be seen that the increase is mainly due to five factors:—

The estimates for land resumption	was increased by	\$1,186,038
For earthwork by	729,003	
For tunnels by	578,555	

For bridges by	620,927
While the expenditure on Plant, Rolling Stock, Salaries and ballast (for which Mr. Bruce had made no estimate at all) was estimated by Mr. Eves at	1,191,647

Total \$4,306,170

The reasons for the increase in these items have already been alluded to, with the exception of that due to land resumptions in Kowloon, incidental to new and larger ideas of what will be required at the terminus. Over and above this there remains an increase of roundly \$500,000.—accounted for by increases under the other subheads.

With regard to the difference between Mr. Eves' estimate, dated 4th February 1908, and his estimate dated the 9th March last, and laid before the Legislative Council at its last meeting, the excess of the latter over the former is just under \$1,150,000. Of this nearly \$1,000,000, is due to increased expenditure on Beacon Hill Tunnel. The net increase on the remaining items, as compared with Mr. Eves' first estimate is just under \$150,000—not a very formidable sum. One reason for the increased cost of Beacon Hill tunnel is to be found in the varied character of the excavation, and another in the phenomenal hardness of the rock met with in parts of the hill, necessitating the use of specially heavy drills, and an enormously increased use of explosives.

The fact that the estimates have been exceeded—a common experience in all such undertakings—should not be interpreted to mean that the work could have been executed for less. Unless this can be proved there is no justification for thinking that the Colony has so far suffered any loss except on paper.

The members of my Committee have no valid reason to suppose that the cost of the actual work done is excessive, and, this being so, they protest against the advocacy of the belief that there has been "gross mismanagement" in the construction of the British section of the Kowloon-Canton Railway.—Yours faithfully,

MURRAY STEWART,
Chairman.

Hongkong Branch of The China Association.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 20th May.

SIR,—You are to be congratulated upon your excellent editorial in to-day's issue dealing with Mr. Murray Stewart's "defence" of those responsible for the miscalculation of details connected with the construction of the British section of the Kowloon-Canton Railway. It is difficult to believe that the whole Committee of the China Association concur in the attitude adopted by Mr. Stewart. That committee is composed mostly of hard headed business men, and in this age when common-sense is believed to be generally strongly developed, one finds it is hard to understand how the China Association, as represented by Mr. Stewart's letter, possesses such a small quota. Mr. Stewart's letter is designed to lull residents into a state of false security. If the people are to be led blindly into debt, as Mr. Stewart would apparently desire, what is to happen in the future when programmes of public works are promulgated? It must not be forgotten, of course, that Mr. Stewart is an official nominee on the Legislative Council—but even so there is no necessity for him to go out of his way to endeavour to ward the blow of just public criticism from the heads of those whose miscalculation has led the Colony into unexpected expenditure. The chances are that had it been known at the outset that the railway was to cost as much as is now indicated, it would not have been gone on with—at least not under existing conditions.—Yours, etc.,

AN ONLOOKER.

[Our correspondent is incorrect in describing Mr. Stewart as an official nominee on the Legislative Council. He is not now a member of the Council, and never was an official nominee. Mr. Stewart sat on the Council, during the absence of the Hon. Mr. Hewett, as the representative of the Chamber of Commerce—Ed.]

[TO THE EDITOR "HONGKONG DAILY PRESS."]

Hongkong, 20th May 1909.

SIR—In commenting in to-day's issue of your paper upon the communication which I addressed to you yesterday as Chairman of the China Association you conclude by contrasting the figures of Mr. Bruce's first rough estimate with those appearing in the detailed estimate made by Mr. Eves, and this "in order to make the position clear." One item, taken alone, makes this much at least clear: that Mr. Bruce's estimate is not an estimate in the same sense as Mr. Eves'. I refer to the item "Land." Clearly Mr. Bruce did not contemplate purchasing all the land required for \$10,500. How much land he imagined could be obtained for that figure it is impossible to say, but clearly he had not in mind the requirements of a great terminus at Kowloon. For all practical purposes Mr. Bruce simply left out the item "land," just as he left out roads, fencing, telegraphs, workshops, plant and rolling stock, Home charges and accounts. Mr. Bruce was evidently not commissioned to go thoroughly into the whole question of the total cost of the railway, including the terminus. Possibly these have no place in a "preliminary estimate." To me, therefore, it appears that to describe these two sets of figures as estimates, without the qualifying adjectives—preliminary and detailed—and to compare them as though they were in any true sense comparable, is at best, an unfortunate method of endeavouring "to make the position clear." A better way to achieve that object would be to compare the work actually done with the money actually spent. The essential point is, *Has money been wasted?* Is the railway costing too much? An authoritative answer to that question would genuinely help "to make the position clear." A large section of the public believe that money has been, perhaps is being, wasted; that the cost of the railway is excessive. If it is not the case, an assurance from the Government seems called for.

You say that the local Committee of the China Association is a body not competent to express an opinion one way or the other; but possibly the opinion of an expert may serve in some measure to support their contention. In his speech at the opening of the Tunnel yesterday Mr. Grove is reported by you to have said, referring to the British section of the railway as a whole: "From the first he had been struck with the extremely heavy nature of the work, and with the workmanlike manner in which it had been carried out. The line, he was sure, would be a lasting monument of British engineering and of British colonial enterprise."

I am sure this expression of expert opinion will give satisfaction to all those who look forward to seeing British engineers keeping well to the front in the great work of pioneering and developing railway enterprise in China.—Yours faithfully,

M. STEWART.

[When Mr. Stewart complains that it is an unfortunate method of endeavouring "to make the position clear" to describe two sets of figures as "estimates" without the qualifying adjectives—preliminary and detailed—we can only say that, if it is fault, we have sinned in the excellent company of the Chief Resident Engineer. As to the rest, we hold no brief for Mr. Bruce and know no more about the matter than what the official papers contain; but we totally disagree with Mr. Stewart's view of Mr. Bruce's estimate. Take the item of "Land" which in the original estimate was put down at \$10,500, and in the latest \$1,195,879.20. It is not at all clear to us that Mr. Bruce "did not contemplate purchasing all the land required for \$10,500." Most of the land along the route was doubtless Crown land. It is interesting to note that in the report laid before the Legislative Council in February 1908, the original estimate is described as "Mr. Bruce's and Mr. Chatham's estimate," but a footnote says the column represents "Mr. Bruce's estimate for the line combined with the Hon. Director of Public Works' estimate for the reclamation." We think therefore that at the time the estimate was made it represented in the opinion of Mr. Bruce, supported by the Director of Public Works,

the Consulting Engineers, and Sir Matthew Nathan (himself an engineer who became acquainted with every yard of the route)—the whole of land which, according to Mr. Bruce's plans, they would want to purchase. Enlarged ideas of what is necessary, involving expensive resummptions, have been responsible for the increase under this head. We may add with reference to the various items not particularised in the original estimate, that Mr. Bruce allowed "a percentage for contingencies," which was doubtless intended to cover such things as telegraphs, fencing, workshops &c., though possibly not the rolling stock. What the percentage was is not disclosed in the published papers. Mr. Eves, in giving Mr. Bruce's estimate for purposes of comparison with his own, spread this percentage over each main and subhead.—ED.]

A VISITOR'S IMPRESSIONS OF HONGKONG.

A recent visitor writing an account of his travel for the *Manila Coblens* gives the following impressions of Hongkong:—

A year can be spent in Hongkong without exhausting the possibilities of an entertaining study of people and customs and things. Few sights have I seen to equal the magnificent panorama of the city and harbor of Hongkong from the Peak, and few walks have I taken that were so interesting as the one on Bowen Road. And the people themselves—in my mind's eye I shall always see the poor patient hard-working coolie and his equally hard-working mate, the dirty, little ragged boys each with a tiny little queue dangling from the crown of his head and having about as much fun as other little boys do the world over, and the pantalooned, flat-faced Chinese girls playing in the streets with their brothers, or trudging along with a basket in each hand and a baby lurching in a hammock on their backs. I have seen Chinamen carrying loads that would stagger a mule and a score of them or so working like galley slaves in a peculiar machine made for pounding rice—working twelve hours a day for twenty cents at the hardest labor ever devised by human ingenuity, and this is spite of the fact that a five hundred dollar steam engine would do the same work a hundred per cent. better in one-thousandth part of the time. I have seen women bargain and haggle over a two cash purchase—one tenth of one cent gold! But not a murmur of discontent could be heard, not a groan or a sign of weakness, not a thought of surrender to the overwhelming odds; just a patient, ceaseless, quiet effort to eke out the cost of daily existence and bring one nearer to the day of everlasting rest. A wonderful people are the Chinese—a strange, peculiar people. One is struck by the sad-faced dignity and quiet demeanor of even the humblest coolie—one looks in vain for excitement or an unusual occurrence.

In buying souvenirs it is best to wait until the second or third day, and spend the first day pricing them. I spent seventy-five cents for a coin sword the first day—a day later I bought two more for thirty cents each. I paid seventy cents for a Japanese collar box—a beautiful contrivance—and when I showed it to one of my acquaintances he told me where I could have got it for forty cents. One can purchase things cheaper in the native section and in Kowloon than on Queen's Road. Souvenirs can generally be purchased for less than one half of the price asked. Offer one-third.

The Tokyo correspondent of the *Seoul Press* writes:—A report appearing in some Tokyo papers to the effect that the Japanese authorities are approaching the Ambassadors for the surrender of consular jurisdiction in Korea is discredited, inasmuch as Japanese judiciary arrangements in Korea are not yet completed. Apropos, the United States had partially surrendered consular jurisdiction in Korea, in connection with the conclusion of trade marks convention, but a similar convention negotiating between Great Britain and Japan applies to China alone, and not to Korea. But any piracy of trademarks may be dealt with as a fraud.

A RUSSO-BRITISH CHAMBER OF COMMERCE.

The following correspondence has been forwarded for publication:—

Hongkong, 27th April, 1909.

DEAR SIR,—I have just received from the Secretary of the "Russo-British Chamber of Commerce" a few copies of the "Statutes" of that Body which has recently been established at St. Petersburg being a direct outcome of the friendly understanding between our two Nations which has happily been inaugurated in the last few years.

In his letter to me, accompanying these "Statutes" the Secretary of the above Chamber requests me to bring the establishment of that institution before the British Commercial Community of this Colony, with the view of promoting the aims and objects of the Russo-British Chamber of Commerce, which consist in furthering closer Commercial and Industrial intercourse between Great Britain and Russia, based on mutual economical interests.

It would give me much pleasure to record your willingness to give this very commendable scheme the valuable support of the Hongkong General Chamber of Commerce, of which Body you have the high distinction of being the Chairman, and with this object in view I beg to submit to your kind attention a copy of the above mentioned "Statutes." Thanking you in anticipation for what steps you may consider appropriate to take in this matter.—I am, &c.,

P. H. TIEDEMANN,

Imperial Russian Consul,

To the Hon. E. A. Hewett, Esq.,

Chairman,

The Hongkong General Chamber of Commerce.

Hongkong Chamber of Commerce,

3rd May, 1909.

DEAR SIR,—I thank you for your letter of the 27th April and for the copy of the Statutes of the recently formed Russo-British Chamber of Commerce which that letter covered.

My interest has already been aroused in the Institution by notices which I have read in the local press, and the book of Statutes which you so kindly sent me gives me the fuller information I desired of so happy an undertaking.

I shall take the utmost possible pleasure in acquainting the Committee with the scope and admirable objects of the scheme and can assure you that its development will be watched with the greatest sympathy by this Chamber.

Will you please convey to the Secretary of the Chamber the congratulations of the Hongkong General Chamber of Commerce and its willingness to at all times assist the Russo-British Chamber of Commerce in furthering closer commercial and industrial intercourse between Russia and Great Britain to their mutual and permanent benefit.—I am, &c.,

EDBERT A. HEWETT.

P. H. Tiedemann, Esq.,

Imperial Russian Consul,

Hongkong.

OPIUM PENALTIES IN THE PHILIPPINES.

A minimum fine of P300 and a minimum term of imprisonment of three months for those persons found in the illegal possession of opium or convicted of its illegal use has been imposed by a bill approved last week by the Philippine Commission.

Up to the present the law has provided a maximum penalty, with the result that in the use of their discretionary power some judges have imposed very low penalties upon persons found with the drug in their possession and convicted of having made illegal use of it.

The new provision, should it meet with the approval of the lower house, to which it has been sent, will strike fear, a Manila contemporary says, into the hearts of those who have up to the present, broken the law with impunity. The purpose of the bill is to make the punishment an effective one and not merely a license to illegally traffic in and use the prohibited drug.

Work on the building of an Imperial University in Peking is rapidly being pushed forward. It is the earnest desire of Grand Councillor Chang Chih-tung to see the University opened as early as possible.

SUPREME COURT.

Monday, 17th May.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

APPEAL FROM A JUDGMENT OF THE CHIEF JUSTICE.

This was the fifth day of the hearing of the appeal in which the Hip On Exchange and Loan Co., Ltd., and the Hongkong and Manila Yuen Shing Exchange and Trading Co., Ltd., were appellants, Li Po Yung being respondent.

The Hon. Mr. H. E. Pollock, K. C., instructed by Mr. H. L. Denny (of Messrs. Denny and Bowley) appeared for the appellants, and Messrs. M. W. Slade and E. Potter, who were instructed by Mr. F. Paget Hett (of Messrs. Brutton and Hett) for the respondent.

Mr. Slade said their Lordships were thoroughly familiar with the facts of the case, which had been dealt with fully by Mr. Potter; therefore he would plunge straight into the law. In order to understand the law on this subject he submitted that it was useful to examine shortly the history of the law, and to see the exact scope of the old Common Law doctrine with regard to releases—or rather he would put it in wider language than “releases,” and say the old Common Law doctrine with regard to the discharge of one of several joint debtors from his liability under his contract. He could show their Lordships by satisfactory authority that the Common Law rule was that where one of several joint contractors was discharged from his contract, that discharge operated to discharge all the joint contractors. In the case of an obligation under seal such as this obligation was—it was a covenant under a mortgage deed—there were three known methods which were in point in this case of discharging the obligation imposed on the covenants. The first was, release in its strict sense by deed; secondly, by defeasance; and thirdly, by accord and satisfaction. The first two must be in writing, but the last need not be, although it was more usually evidenced by writing. Accord and satisfaction could arise between parties to a contract in any form or way provided that there was an agreement to accept something in satisfaction of their obligations under the contract. In the case of the Hip On Insurance Co., to split the words up, the accord was the agreement on which he relied, and the satisfaction, that was the consideration for it, was the withdrawal of the other action. In this case he submitted that the document on which his clients relied amounted to what would be regarded in law strictly as a defeasance, although it was also accord and satisfaction.

After further argument their Lordships reserved judgment.

Tuesday, May 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

THE MAXIMUM PENALTY.

John Henry Scarr, R.G.A., was given the maximum penalty of two years' imprisonment with hard labour for gross indecency.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUISNE JUDGE.)

A CONTRACT QUESTION.

F. Wandras proceeded against Tam Tze Leung and another to recover \$140 due under two contracts in writing, both dated 24th December, whereby defendants undertook to repay to plaintiff, in a certain event which has happened, two sums of \$70.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) appeared for plaintiff and Mr. Otto Kong Sing for the defendants.

Mr. Harris told the Court that plaintiff was in the habit of engaging men in Hongkong for phosphate works in the Philippines. He engaged them here and told them what their wages would be, and as they did not sign any

contract of service they were not bound to go. They were advanced two months wages, but were required to return the money if they did not go. The two men concerned in this case agreed to go and received \$70 each. Neither went aboard, however, and only one went so far as to book his passage.

Mr. Kong Sing thought the whole case could be disposed of if his Lordship read the guarantee under which Mr. Harris was suing. As a matter of fact, the persons concerned were willing to go to the Philippines. They had already been to Swatow.

His Lordship—Why didn't they go?

Mr. Kong Sing—They were put on board.

Mr. Harris said the men were told which ship to go on to proceed to the Philippines, but they did not go, and walked off with \$70 apiece in their pockets.

His Lordship stated that subject to any evidence called by Mr. Kong Sing he was prepared to find that the men were not willing to go.

One of the intending emigrants told the Court that he was ready and willing to proceed to the Philippines if an agreement was made as promised. That agreement referred to the amount of wages, the hours of work and the kind of food supplied.

Mr. Kong Sing submitted that the plaintiff could not recover as against the guarantors with regard to this agreement.

His Lordship—You've got to prove that it would be breaking the law for these men to go under contract.

Mr. Kong Sing—The evidence shows that the guarantors are not liable, because these men are willing to go now.

His Lordship reserved his decision.

Thursday, May 20th.

IN APPELLATE JURISDICTION.

[BEFORE THE FULL COURT.]

APPLICATION FOR LEAVE TO APPEAL.

Mr. M. W. Slade, who was instructed by Mr. F. X. d'Almada e Castro (of Messrs. Almada and Smith) moved for leave to appeal in an action in which the Po On Firm (appellants) were defendants, and Chau Kwan Shan (respondent) was plaintiff. Leave to appeal was sought on the ground that the judgment delivered by the Puisne Judge in the summary action was wrong in fact and in law.

Mr. Slade said he made the application under section 34 of the Summary Jurisdiction Ordinance, No. 4 of 1873. Substantially, the Puisne Judge's judgment was that he believed the plaintiff's story; therefore he gave judgment for him. This was a case which it was practically impossible to deal with in two separate ways because the questions of law which arose would depend upon the inferences of fact which were drawn from the evidence which was believed.

The Chief Justice—The section quoted applies to questions of fact or of law.

Mr. Slade suggested that as the Ordinance did not specifically provide for mixed questions of fact and law, it was within the jurisdiction of the Court to direct how this particular case should be tried.

The Puisne Judge thought it was really a question of fact; there might be a question of law arising out of the facts.

Mr. Slade took it that the finding of the Puisne Judge was that he believed in substance the story of the plaintiff. The story of the plaintiff was that he went to the defendant shop, where he saw a man who was pointed out by a witness not connected with the shop, as being the master of the shop; and that that man produced a chop, apparently from a drawer, and with it chopped a guarantee. The other salient fact was that the chop which was put on that guarantee was not an impression of any of the chops which were seized at the commencement of the action. The seizure of the chops was effected under the absconding debtor section in the Code, so that there was every probability of the chops seized being the genuine chops of the shop. The position was that there was a strange chop put on the guarantee by a person who was alleged by some outsider to be a partner in the shop. There were two possible inferences to be drawn: one, that the man was

actually a partner in the shop; and the other, that he held himself out to be a partner. If he was merely holding himself out to be a partner, then the facts proved would make him personally liable. That was a question of law.

The Puisne Judge—The manager represented him as a partner.

Mr. Slade—The manager has not *prima facie* authority to represent anybody as being a partner. Proceeding, Counsel submitted that on the construction of the Ordinance he could bring this question up on the Judge's notes, it being a mixed question of fact and law.

The Chief Justice—The fact that you appeal on facts does not preclude us from applying law to them.

The leave was granted, and the Court directed the appellants to serve the other side with the ordinary notice of motion for appeal.

Friday, May 21st.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUISNE JUDGE).

A REFEREE WANTED.

In an action in which Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff, and Mr. Crowther Smith (of Messrs. d'Almada and Smith) for the defendant

Mr. Smith informed the Court that it would be necessary to refer the books to a referee. A person had been suggested by the other side, but he could not agree to the appointment.

Mr. Barlow said the Court shroff had refused to accept the appointment; therefore he would ask for directions from his Lordship.

Mr. Smith—I cannot possibly accept my friend's interpreter.

Mr. Barlow—The person I suggest is Mr. Li Hong Mi, the late Court interpreter.

His Lordship—Is he attached to any solicitors?

Mr. Barlow—He is with Messrs. Goldring, Barlow and Morrell, but I do not think that in a small matter like this his impartiality would be impugned.

His Lordship—I could ask the Registrar-General to provide a man. Would that suit all parties?

Mr. Smith—I think it would. Will your Lordship send the books to the Registrar-General?

His Lordship—He might nominate a man, but might not care to have the books. Does the case turn on anything in the way of trade custom?

Mr. Smith—No, my Lord.

His Lordship—Then any upright business man will do. I will apply to the Registrar-General.

A MISSING BANK DRAFT.

The Puisne Judge delivered his reserved judgment in the action in which Man Lee Chan and Co. proceeded against the International Banking Corporation to recover \$840 alleged to be due in respect of a bank draft.

Hon. Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, represented the plaintiffs, while the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) appeared for the defendants.

His Lordship remarked that in this case he had taken time to deliver his judgment, and delivered a written one because, although the actual amount in dispute was not very large, this was a difficult case both in fact and in law, and it might be convenient to the parties to have the case as he found it in writing.

Dealing with the facts, His Lordship said the plaintiffs, who were merchants in the Colony, trading under the style of Man Lee Chan and Co., received by post some time in December 1908, the first of exchange of a draft for \$840, payable on demand to their order. The draft which was in the ordinary form, bearing the date of November 14, 1908, was drawn in Vancouver by the Bank of Hamilton of that City, on the Hongkong branch of the International Banking Corporation. On December 22, 1908, the draft was stolen, together with money and other articles from the plaintiffs' premises. The plaintiffs suspected a partner in their firm who absconded on that date, of the theft and they made a report to the police. On

or about December 24, and again on December 29, and possibly on one day subsequently to that date, plaintiffs' manager went to the premises of the bank and saw Mr. Clark, the cashier, with whom he had some conversation on the subject of the draft. He told Mr. Clark that a draft for \$840 in favour of the Man Lee Chan firm had been lost or stolen, and he asked that the bank should stop payment. On January 5 Mr. Otto Kong Sing wrote on the plaintiffs' behalf a letter to the defendants stating that a draft for \$840, in plaintiffs' favour, had been stolen from their premises, and giving the defendants formal notice not to pay until notice of presentation had been given to the plaintiffs. The bank acknowledged the letter, and stated that without further particulars the draft could not be traced, and that payment could not be stopped without advice from the person to whom the draft was issued, coming through the issuing bank. Nothing further came from the plaintiffs, and on January 6 the draft was presented to, and paid by, the bank, on a Chinese endorsement which read: Man Lee Chan Shing Ki. There was a direct conflict of evidence as to what passed, at the interview between the plaintiffs' manager and Mr. Clark. His Lordship did not believe that any mention was made of the place of issue. At the same time it appeared that the plaintiffs knew or suspected that the place of issue might have been Vancouver, for they sent a cable on December 29 to their correspondent in that City, presumably to stop the draft. Very possibly the plaintiffs did not realize the importance to the bank of information as to place of issue, for even at a much later date, that is, in the letter sent through the plaintiffs' solicitor on January 5, giving formal notice to the defendants not to pay the bill, there was no mention of Vancouver. He could not help thinking that it would have been easy for the comprador's department to make a note of the amount of the draft and the payees' names. It would then have been possible for them to have withheld payment temporarily until they had made some enquiries and notified the plaintiffs. His Lordship did not attach any degree of blame to Mr. Clark, who he was satisfied, could not with the information at his disposal trace the bill. His Lordship had no difficulty whatever in coming to the conclusion that the draft was paid in absolute good faith, and that it was not present to the mind of anyone concerned in the payment, that they had received previous notice of any irregularity. The Bank were, of course, quite justified in requiring notice to stop to come from the drawer of the bill. No indemnity had been offered them, and they would have acted at their own risk had they refused to honour the draft on a mere notice from the plaintiffs. It was clear also that if a proper cable had been sent to Vancouver on December 29th there was ample time under ordinary circumstances, and with reasonable diligence on the part of the plaintiffs' correspondent, for the issuing bank to have stopped payment by cable before January 6th.

As to the law of the case: the action was brought to recover from the bank the value of the draft, either as money received to the use of the plaintiffs, or as for a conversion. The defendants not being acceptors of the draft could not *prima facie* be liable on the instrument, and it was impossible to agree in the face of the authorities to the contrary, that the drawing of an instrument in this form could operate as an assignment of money in favour of the payees. He could not see how a payment which was clearly referable to a contract, expressed or implied, with the Bank of Hamilton, could be relied on as establishing contractual relations between the defendants and the payees. He was quite clear that the draft was nothing more than a request to pay a certain sum, and that nothing more could be read into it. If, then, the defendants were not liable in contract, was there a right of action against them in tort for conversion? It was objected for the defence that as it appeared from the evidence that the draft was stolen by U Po Chi, a partner in the plaintiff firm, and it being a necessary inference that that man cashed the bill, and the receipt of a partner being the receipt of the firm, the plaintiffs could not recover money which had been already paid

to one of themselves. Without going more deeply into the matter there was no evidence, and he did not see his way to assume that U Po Chi himself ever presented the draft or received the money for it. It appeared that the bank simply paid on the endorsement and they had no means of knowing, and did not allege that they paid to any particular person. It was true that most of the cases where payees had recovered in an action for conversion of a bill fell under the statutory provisions relating to crossed cheques, but he did not think that section 82 of the Bills of Exchange Act introduced any new right in the owner of the instrument or any new liability in the banker. It merely gave bankers dealing with crossed cheques a statutory protection against their common law liability. After quoting numerous authorities he said he did not think it made any difference that the bill was drawn abroad, for the statutory protection was not in this Colony confined to inland bills. There was no doubt that the payment was made in the ordinary course of business. The endorsement was, he supposed, either forged or made without authority. Did it purport to be that of the payee?

After reviewing the evidence, his Lordship said the draft was payable to Man Lee Chan and Co. in English, and had the endorsement been in English in the terms of the instrument there could clearly have been no difficulty. The bank would not have been liable. It appeared to be a custom well known in the Colony for the signature of a Chinese firm, whether on a receipt or otherwise to be made by the impression of a stamp or chop, usually in Chinese characters. It was not easy to fit terms of English law to Eastern commercial practice, but he must not forget that the bill was presented for payment if not by, at any rate under the auspices of, a partner in the plaintiff firm. It appeared clearly from the evidence of their manager that the draft was stolen by U Yuk Wo, the absconding partner. That man must have been familiar with the business of the firm and the chops in use, and there was no reason why he or his confederate or transferee, whose object was merely to get the money, should have put on the instrument a suspicious chop which did not purport to be that of the firm when it was just as easy to employ one on which the bank would be expected to make payment without difficulty. He therefore gave judgment for defendants with costs.

On the application of Mr. Pollock his Lordship granted leave for formal judgment to be drawn up, and for Counsel to be certified for.

A ST. GEORGE'S CLUB CLAIM.

E. A. M. Williams, liquidator of St. George's Club, proceeded against E. A. Greenwood, chief steward of the s.s. *Empress of India*, to recover \$25, being the amount due under article 5 of the memorandum of association of the Club, in which it was stipulated that each member undertook to contribute not less than \$25 towards the assets of the Club in the event of the same winding up.

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiff, and Mr. Reader Harris (of Messrs. Wilkinson and Grist) for the defendant.

Mr. Barlow, in opening said St. George's Club was a limited company in this Colony.

His Lordship—Limited by guarantee?

Mr. Barlow—Yes. The speaker then read article 5, and stated that he proposed to prove that on December 23rd last the defendant was a member of the Club, and was a member until it went into liquidation.

His Lordship—Is that denied?

Mr. Harris—Yes.

Plaintiff was called, and deposed to being the managing clerk of the firm of Messrs. Lowe, Bingham and Matthews. On December 23rd of last year he was appointed liquidator of St. George's Club. He had searched among the papers of the Club for the proposal form of the defendant, but had been unable to find it. All the proposal forms issued were not handed over to witness, and it was only by chance that he came across a few. Most of them had probably been destroyed.

His Lordship—What was the membership of the Club at the time?

Witness—About 130. Proceeding, Mr. Williams stated that on going through the

books he came to the conclusion that defendant was a member, because he found the original entrance fee entered on November 1906, and payment therefor. In addition to that he saw in the register of the Club for the twelve months, which was kept by Messrs. Lowe and Bingham, subscriptions charged up to defendant together with chits which had been paid from time to time.

What subscription did the defendant pay?—A dollar a month.

The subscription provided for by the articles is \$3; do you happen to know why he paid \$1?—It appears that in the early stages of the Club it was agreed that seagoing members should pay only a dollar a month.

Mr. Barlow asked permission to put in a copy of the Club rules, but Mr. Harris objected, remarking that his Lordship could not accept secondary evidence when the first was obtainable.

His Lordship—That is not a cast-iron rule.

Witness, continuing, said there was a clause in the rules which provided for visitors, but visitors could not use the Club for more than one year. The \$1 subscription was payable whether a member was in the Colony or not. Witness received two letters from defendant in the course of his applications for payment. In the first, defendant enclosed \$2.45 due, but protested against the claim of \$25, stating that he was not on the same footing as the rest of the members as he had paid no entrance fee and had no voice in the management. He looked upon himself as an associate of the Club.

Did you find among the papers of the Club this proposal form (produced)?—Yes.

The form in question contained the names of the proposer and seconder of a new member, and also stated that the proposition was "supported by the following members," defendant's signature being included in the list.

His Lordship asked that the second letter should be read.

Defendant informed Mr. Williams therein that if the correspondence did not at once cease regarding his (defendant's) liability to the late St. George's Club, he would immediately put the matter into the hands of the police, along with the correspondence and the solicitor's letter. This was an illegal action, and he (the defendant) was quite equal to the little game of bluff.

In cross-examination plaintiff said he was one of the first members of committee of St. George's Club, but he did not remember defendant's name going up for election. It may have been put up while he was in Shanghai. Witness could not say whether he was notified of defendant's election. A copy of the rules and articles should have been sent by the Secretary to Mr. Greenwood, who should also have received the balance sheet on December 31st, 1907. It would be sent to all members on that date.

What address would it be sent to?—The C. P. R. office.

Is it not usual in a register of members to have the addresses against the names?—I suppose the name was so well known by the secretary that he did not bother.

But there were no addresses against any of the names; do you think he knew them all?—Yes, the members were fairly well known to each other.

Do you happen to know whether the committee considered these sea-going people as members or subscribers?—I happened to be a member when the question was discussed; they were certainly looked upon as members.

Did you ever hear of the defendant objecting to become a member?—Never.

Is it not a fact that what really happened was that the defendant and some others refused to become members and were told they could use the Club premises for a dollar a month?—Certainly not.

Do you remember ever seeing Mr. Greenwood attend a meeting?—No.

You were not on the committee when he was elected?—I resigned in December 1906. That was before the entry in the books.

For the defence Mr. Harris denied that the defendant ever became a member of the Club. Mr. Greenwood knew a great many members, and was pressed to join, but did not do so. Then he was told by the committee that if he paid a dollar a month he could use the Club premises, in exactly the same way as club

premises very often were used. The same practice was in vogue at the Hongkong Club, where naval and military officers and others were admitted.

Mr. Barlow—But that is provided for in the rules.

His Lordship—What is the rule about subscribers?

Mr. Barlow—They pay \$3 a month, and have no entrance fee.

His Lordship (to Mr. Harris)—Your client appears to have paid an entrance fee!

Mr. Harris—He denies it. What really happened was he paid \$15 against his bar book.

Defendant was called, and said he went with acquaintances to St. George's Club and found it rather a nice place. He was asked to become a member, but declined because he objected to paying an entrance fee of \$3 a month when he was so long out of the Colony. He was willing to use the Club as a visitor provided he could pay a nominal sum, but did not want a voice in the management. He did not sign any form proposing himself as a member, neither did he give the Committee an address where he could always be found. He never received a notification of his appointment as a member, neither did he receive a notice of any meeting or a copy of the memorandum and articles of association.

In cross-examination he said he did not ascertain how far his privileges went as a visitor at the Club. He claimed he had been a visitor for two years at a dollar a month.

Your opinion was that you were not a member, and had no voice in the management?—Yes.

Then how did you come to sign a proposal form?—I have no recollection of signing it. It may have been presented to me promiscuously and I signed without observing what it was.

You say you had no notice of your election?—None whatever.

And how did you know you had the right to use the Club?—I went there as a visitor.

His Lordship said that when Mr. Barlow brought the case he had not much doubt about the matter. He thought the liquidator was perfectly justified, and was bound to bring the action, although it could not be sustained in face of the evidence of the defendant who said he had never consented, did not become a member, and never recollected paying an entrance fee. A person becoming a member assumed liability, but it seemed to his Lordship that the defendant never had an intention of doing anything of the sort. He was quite willing to use the Club for payment of a dollar a month, but his Lordship did not find any consent on the defendant's part to do what plaintiff wanted the Court to find he did. His Lordship therefore found that the defendant was not a member, and entered judgment for him.

The same plaintiff then proceeded against E. J. Hales to recover \$12 for goods had and received and \$25 subscription; and against C. D. Small to recover \$5.70 for goods had and received and \$25 subscription.

After hearing the evidence in each action, his Lordship entered judgment for plaintiff.

DEPARTURE OF THE MILITARY TEAM.

The Hongkong Military Cricket Team left Hongkong by the China Navigation Steamship Company's s.s. *Chinhua* yesterday for Shanghai, where they will play cricket, tennis and golf matches, and leave Shanghai May 27th per China Navigation Steamship Company's s.s. *Chingtu* for Kobe whence they will entrain for Yokohama. They will play at Kobe on the return journey. The team consists of Capt. H. H. C. Baird, Capt. Brierley, Capt. Greenway, Capt. Garnett, Lieut. Crookenden, Lieut. Green, Lieut. Byrne, Lieut. Bagnall, Lieut. Anderson, Lieut. I. Innes, Capt. Beasley, at present at Shanghai, joins the Team upon their arrival there, and Lieut. Whyte leaves Hongkong per s.s. *Empress of India* on 22nd May for Shanghai and proceeds with the Team, per s.s. *Chingtu* to Kobe. Messrs. Thomas Cook and Son have arranged the trip.

The team will also play polo at the various ports.

SHIPPING NOTES.

Two new steamers called the *Kitano* and *Tokawa*, each having an aggregate tonnage of 8,600 tons, will be placed on the European service of the Nippon Yusen Kaisha. One of the new liners was constructed in the Mitsu Bishi Shipbuilding Yard and the other in the Kawasaki Yard.

The Nippon Yusen Kaisha fleet at present comprises eighty steamers ranging between 700 and 8,500 tons, with an aggregate tonnage of about 299,300 in addition to forty steam launches representing a total tonnage of about 1,400. Besides these vessels, the company is taking charge of seven steamers with an aggregate tonnage of 27,291, which were prizes of war taken by the Navy, and two steamers with a total tonnage of 8,452 belonging to the Department of Agriculture and Commerce. These Government steamers, says a Tokyo dispatch to the *Asahi*, are used in carrying cargo to India or Australia. Owing to the depression in the marine transport business since last year the company has five steamers lying idle and not sufficient cargo can be obtained to load the Government vessels held in trust, thus adding to the difficulties of the company, which is anxious to return these steamers to the Government. The Navy and Agriculture and Commerce Departments have no means of keeping them, however. No purchasers for the steamers willing to give reasonable prices can be found at present. It has therefore been arranged by the company and the Government that the steamers shall be retained by the company, and an allowance made by the Government towards the expense of maintenance.

The Philippine Commission has killed the Assembly bill prohibiting the employment of foreigners as captains, engineers and assistant engineers on steamers in the coastwise trade. The object of the bill is to favour seamen who are residents of the Philippine islands or of the United States as opposed to those who owe allegiance to foreign countries, and is the result of the repeated efforts that have been made on the part of Filipino engineers and officers of vessels to get legislative preference over those owing allegiance to foreign countries. According to a report made by the bureau of navigation, there are 217 steamers operating in these islands, the total number of available engineers, including general engineers, first assistant, second assistant and river and harbor engineers, is 457, of whom 12 are Americans, 422 Filipinos and 23 foreigners.

In the enquiry held at the British Consulate, Kobe, with regard to the stranding of the *Indrani* on Mushima Island, the finding of the Court was as follows:—"That the stranding was due firstly to the under-estimation of the speed of the ship between Takaikami and Mushima, the estimates made of the distance differing greatly, the pilot's estimate being over 10½ miles and the Third Officer's 8½, whereas the true distance was 14½ miles. Secondly, to an unusual set of the tide to the N.W. in the neighbourhood of Mushima, not anticipated by the pilot. The Court is satisfied that the absence of soundings being taken did not contribute in any way to the accident, there being no change in the depth of water, and that the errors of the standard compass were correctly known and applied. In these circumstances the Court hold that the Master, Captain Macfarlane, must be held free from all blame, but it considers that the pilot committed an error in judgment, seeing the conditions of weather, in not ordering the Master to anchor before approaching narrow waters. The Court considers that the 3rd Officer might have used his discretion in warning the Master, after he had gone below for his breakfast, that the weather seemed thicker. The costs, amounting to £6-12-6, were ordered to be paid by the Master, as being a party to the proceedings in Court."

The Cunard Steamship Co.'s report for last year shows that the profits for the year, including £109,882 brought forward, amount to nearly £300,000. To this is added nearly £100,000

from the insurance fund and £50,000 from the reserve fund. After debiting income tax and depreciation for ships and wharf properties there is only a balance of £3,582, which is carried forward to profit and loss. The report states that the financial crisis in the United States depreciated freights and disorganised the west-bound third-class traffic, the number landing at New York and Boston falling from 1,116,000 in 1907 to 835,000 in 1908.

According to the Japanese newspaper *Hochi*, a certain party interested in marine insurance is reported to have stated that, during the Russo-Japanese war, the Japanese Government chartered for campaign purposes many Japanese vessels, with the consequence that the number of ships disqualified for registration with Lloyds through unfitness has largely increased. This has had a disastrous effect on post-bellum marine transportation operations. These vessels being unfit for Japanese coastal voyages, wrecks occur so frequently as to make it appear that the ships are but instruments for casting cargoes in the sea. The marine insurance companies have been thereby so hard hit, as to have concerted measures to drive these vessels from the field. One method has been to refuse insurance on the hull, insuring the cargo only, at the same time raising the premiums. This resulted in a decrease by half of the number of policies effected last year, as compared with the previous year; but with a proportionate decrease in the number of shipwrecks.

CHINA INLAND MISSION.

The China Inland Mission, according to the report presented to the annual meeting in the Queen's Hall last month, has now 928 representatives at work, recruited from many denominations, chiefly in the British Empire and the United States. The total shows an increase of 28 for the year, and of 193 since 1902. The income, £65,329, shows decreases of £241 in receipts here and £6,660 in receipts from America and Australasia—on the mission field itself. But as the receipts for 1907 included a special fund of £8,000 for famine relief, the ordinary income shows a considerable growth. On the very day when funds had to be apportioned and telegraphed to Shanghai, a donation of £5,000 was received. There are more than 21,000 communicants in the mission's churches 2,507 having been received during the year. The report alluded to revivals in Manchuria and Korea, as well as here and there in China, the characteristic features being "the overwhelming and poignant sense of sin, expressed at times in tempests of agonized cries and tears until the noise has been heard afar"—contrition and confession being followed by reconciliation and restitution.

Mr. Theodore Howard, the chairman, said that a wonderful blessing had come upon the aboriginal tribes as well as on the Chinese and Manchus and Koreans already referred to. All the mission's financial needs had been met, though not a single appeal for money had been made.

Mr. James Stark, who for 16 years has been at the mission's headquarters in Shanghai, said that more than half of the 30,000 converts since the beginning of the mission had been made in the last seven years. A pure church rather than a large church was the aim always kept in view. To avoid pauperizing the converts, they were required to pay half the cost of maintaining the mission schools.

A second meeting was held at night in the same hall.

WIRELESS TELEGRAPH AT THE PHILIPPINES.

£170,000 has been appropriated for the bureau of posts for the construction of eight wireless stations in the archipelago at the following points: Maasin, Leyte; Surigao and Mambayo in Misamis; Cuyo, Culion, and Puerto Princesa in the province of Palawan; Bojeador, Ilocos Norte; and Basco, Batanes Islands. The construction of these stations has been proposed in order to give telegraphic communication with points between which it has been impossible to maintain cables at a reasonable cost.

THE TRADE OF THE PHILIPPINES.

THE EFFECT OF TARIFF LEGISLATION.

A cable received from Washington by a prominent government official on the 11th inst, the *Manila Cablenews*, says, indicates that the mauling the big commercial interests in the United States gave the Colton Tariff in the daily meetings of the Congressional Ways and Means Committee was so severe that its own framers would not know it.

It seems that ten or more amendments have been added to the 60 that were reported before and that the rates which are proposed to be applied to the importation of foreign goods into the islands after free trade between the islands and the United States becomes operative are being made so high in these amendments as to amount to practical exclusion of foreign goods.

This will have the effect, if Congress permits the bill to go through, of giving American goods a practical monopoly of the Philippine trade. In other words, it is quite likely that the reduced cost of living which it was understood would be the beneficial result of free trade will disappear.

The *Cablenews American* has been informed on good authority that the big interests at home stand in mortal fear that the foreign nations will dump their products into the islands and then slip them into the United States as Philippine goods free of duty. The tobacco trust thinks that Sumatra wrappers around Philippine fillers will deluge the American cigar market; Louisiana is afraid of Philippine rice; and cloth dealers imagine that English cotton will be added to native manufactures of just, pina and sinamay, etc.

Local customs officials expect that the preamble of the free trade bill will be about as follows:—

"All articles that are the growth and the manufacture of the Philippine Islands shall be admitted into the United States free of duty, and all goods grown or manufactured in the United States shall be admitted free of duty into the Philippine Islands."

The local committee that drew up the Colton Tariff Bill was George R. Colton, insular collector of customs; Henry B. McCoy, deputy collector; Hartford Beaumont, special deputy collector; A. J. Gibson, assistant insular auditor, and M. Drew Carrell, chief clerk of the Bureau of Customs. They were advised by Appraisers Jos. E. Malloy and Henry E. Wallace. The latter is now in Washington with Colonel Colton. The schedules this board drew up were calculated to bring increased revenue from foreign goods to help make up the expected deficit, without making it too difficult for the foreign goods to get in.

"AVE ATQUE VALE,"

ADMIRAL LAMBTON AND SIR CLAUDE MACDONALD ENTERTAINED.

A garden-party was given on the afternoon of the 6th inst in honour of Admiral Sir Hedworth Lambton and his officers at the Korakuen Garden, Tokyo, under the auspices of the British Association in Tokyo. The function was also availed of as a farewell meeting to Sir Claude MacDonald, President of the Association, who returns home shortly on leave of absence. The guests were received by Prince Tokugawa, President of the House of Peers, who acted as host for the occasion. Despite the inclemency of the weather, there were various interesting performances, such as jugglery, theatrical plays, etc., and then the guests were entertained with a cold collation. Among those present, besides the principal guests, were Admiral Sir H. Rawson, Admiral Togo, Count Hayashi, Count Kormura, Admiral Laito Minister of the Navy, Admiral Shimamura and many ladies and gentlemen.

In the evening Admiral Lambton and his officers, over 40 in number, were invited to the Maple Club, where they were entertained at a Japanese dinner by Mayor Ozaki of Tokyo and other members of the Tokyo Municipality. During the proceedings the guests were also entertained with an exhibition of the "Maple dance" and other performances.

CHINESE IN SINGAPORE.

EFFECT OF TRADE DEPRESSION ON SECRET SOCIETIES.

Mr. Warren D. Barnes, secretary for Chinese Affairs, Straits Settlements, in the course of his report for 1908 writes:—The depression in trade has caused a considerable increase in the number of unlawful societies. These have little in common with the old dangerous societies and are rather gangs of bad character, whose objects are blackmail and faction fighting, than definite organisations joined by large sections of the population. They are, however, the cause of much crime, and the number now in existence both in Singapore and Penang calls for strong action to put them down. To deal with them as societies is difficult owing to the looseness of their organisation and the very temporary character of many of them. A successful prosecution or the banishment of a prominent man breaks them up for the time being but they form again later under a different name. The most effective action will be to withdraw from their alien leaders the right to further abuse our hospitality. It is regrettable that the proportion of Straits born Chinese among these leaders is increasing.

IMMIGRANTS.

Turning to immigration and emigration he says. The most notable feature in connection with immigration in 1908 was the imposition of 14 days quarantine on account of small-pox against the three chief ports of departure for Chinese immigrants, viz., Hongkong, Swatow and Amoy, from the end of March to the beginning of July and of a ten days quarantine on account of plague against Hongkong continued until the middle of September. These measures though amply justified on sanitary ground had a disastrous effect upon the volume of immigration. During the first quarter, the figures were about normal but in the second (during which the quarantine was imposed) they fell to 23,804, the maximum, minimum and average figures for the previous nine years being 79,607 (1904) 55,696 (1899) and 67,756 respectively.

From a comparison of the returns of arrivals at Singapore from China and of Chinese departures from Singapore for Hongkong it would appear probable that on an average of ten years, about 6 per cent. of our Chinese immigrants return to China; the highest percentage in any year being 70 and the lowest 51. The figures are approximately accurate; practically all steamers carrying deck passengers from Singapore to China make Hongkong their first port of call and the number of Chinese who leave Malaya for China otherwise than via Singapore is very small.

ADVISING GAMBLER.

In the last four years 71 persons have been banished as professional morphia injectors. It is to be feared that despite frequent prosecutions and severe sentences the morphia-habit is steadily growing. Indulgence in it affords a much cheaper and speedier gratification than does opium-smoking.

The number of brothels and prostitutes known to the department is 572 with 3,864 inmates. The figures show no great variation from previous years. The inmates are called to the office twice in the year and their legal freedom explained to them. This and other measures are fairly effectual in protecting them from ill-treatment by brothel keepers.

The number of persons banished was 433, ninety more than in the previous year. 347 of them were habitual criminals.

Action was taken in Singapore to put down some Wong Tai Sin chapels. Wong Tai Sin is a local demigod of Canton who came into sudden prominence there as a reliable adviser for sick people and lottery-ticket buyers. His images were brought here and at the time when action was taken, four rival idol-owners were advising chap ji ki stakers and receiving fees for doing so. Many petitions were received as to the harm these chapels were doing by fostering the habit of gambling among women.

The Rev. J. A. A. Baker, Wesleyan Chaplain, has received a donation of \$250, through Mr. Shewan, from the Hongkong Rope Manufacturing Co. Ltd for the Sailors and Soldiers Home.

ANTI-GERMAN FEELING IN CHINA.

The *Post* publishes a letter from Tsinan-fu, in which bitter complaint is made that while the official and diplomatic relations of Germany and China are all that can be desired ill-feeling towards Germans continues to spread among the Chinese population.

The boycott against everything German which was carried on the Province of Shantung some months ago to an almost alarming extent has, it is pointed out, been stopped, but "Chinese newspapers in the Province still seize the most trifling reasons to incite their readers against Germans."

The letter states: "The closing of a Chinese school and the expulsion of a revolutionary teacher from the German sphere of influence, for example, are being decried in the wildest language as acts of violence on the part of the Germans, and the newspapers announce that the Germans are about to annex the coast districts because they have been taking soundings and conducting surveys. The attitude of the Governor of the Province towards these practices is eminently significant. He is known to be hostile to foreigners, though his suspicious activity as Taotai of Shanghai in December, 1905, brought such condign punishment on him that he is clever enough to avoid doing anything that might give the Germans cause to regard him as their open enemy. The population of his Province knows, however, what his secret opinions are, and nothing is heard of any measures being adopted to suppress the movement against the Germans."

"The complaint made to him by the German Consul of this place was replied to in a courteous and friendly manner, but he expressed the opinion that the movement would die out of itself if both parties kept strictly to the tenor of their treaties. He saw no reason to take any action in respect of mere slanderous newspaper statements, which means, of course, that newspapers may continue with impunity their incitement against Germans. The same Governor recently received Admiral Trippel, the Governor of the German Protectorate, politely, it is true, but most coldly, and he carefully avoided discussion of any political questions such as the Tientsin-Pukon Railway or the University to be established at Tsingtau with Chinese collaboration broached by the Admiral."

"In such circumstances it is not surprising that the feeling against the Germans becomes daily more hostile, especially as Japanese newspapers also are successfully inciting public feeling against the alleged monopolising policy of the German Government."

CHRISTIANITY IN KOREA.

At the monthly general meeting of the Society for Promoting Christian Knowledge last month Dr. Weir, who has been working as a medical missionary in Korea for some years, said that the country had become increasingly important since the war between Japan and Russia. Korea was now very much like China during the Ming dynasty before the Manchurian invasion. The Koreans would often lie and steal, but, on the other hand, they did regard patience and meekness as being supreme virtues, and they possessed them in a remarkable degree. They were Confucianists and Buddhists, or under the spell of a variety of superstitions. They were however, eager and anxious to hear everything concerning Christianity, not perhaps for Christianity, but because they recognized that their Japanese conquerors had overcome them by means of something learned from the Westerns, which the Koreans, for want of a better name, described as enlightenment. The Koreans were therefore seeking enlightenment, and, as a means of finding it, regarded Christianity with favour. Many who knew the people well believed that in a few years the Koreans would be a nation of Christians. The number of converts was growing with enormous rapidity. Dr. Weir also gave some information with regard to the medical mission at Chemulpo maintained by the society.

Grants of money and books amounting to upwards of £3,458 were voted. These amounts included £2,000 for the society's medical mission work.

VLADIVOSTOCK AND THE MARITIME PROVINCE.

The following particulars have been furnished by H.M. Vice-Consul at Vladivostock and the Maritime Province:—

The mineral resources of the province are undoubtedly great, and are capable of very much greater development than has been attained up to now. At the present time, gold, coal, iron, and zinc are all worked, while deposits of copper, lead, marble, silver, rock crystal, platinum, and manganese are known to exist. The country is much handicapped by the shortness of the working season for mining operations, by the absence or insufficiency of means of communication, and by the scarcity of the population and consequent difficulty of obtaining satisfactory labour. It is, moreover, unquestionable that the ignorance of local conditions and the apprehension with which the word Siberia—generally, though incorrectly, applied to this part of Asiatic Russia—is invested, have operated unfavourably on the development of the country, at all events as far as the introduction of foreign capital for mining enterprise is concerned.

Besides minerals, the province is rich in lumber, and this can hardly fail to be in the near future a source of considerable profit. The timber industry is as yet in its infancy, but it is now being organised with a view to export, and, as far as soft woods are concerned, must soon take an important place in the Far East. Shipments have already been made to Australia. Manufactures hardly exist in the province as yet, and cannot become of any real importance until the population has largely increased and capital been introduced.

Referring to the recent decision that Vladivostock is no longer to be a free port the Vice-Consul writes:—

Primarily, Vladivostock is a military and strategic centre, and from this point of view the tendency is rather to increase than to decrease its importance. The commercial prosperity of this town is, after all, really dependent, not upon the development of the transit trade, which will be chiefly affected by the closing of the port, but upon the money expended on the up-keep of the garrison and the fleet and on the construction of military works. Since the war nothing or next to nothing has been spent here for military purposes. The consequence has been that Vladivostock has for the last two years been passing through a prolonged and very acute financial crisis from which it has not yet emerged. A sum of 54,000,000 roubles (£5,700,000) is to be expended within the next three years by the Government in strengthening the fortifications and building barrack and officers' quarters, and it is anticipated that this will result in a certain revival of commercial prosperity.

The bulk of the foreign European population here is German; the number of residents of British nationality is small, not being more than seventy in all. Of these about forty are natives of India, mostly Sikhs, who have come up from Shanghai or Hongkong on account of the high wages paid here for watchmen. Commercially speaking, the town is practically a German one. Not only the wholesale but also the retail business is in German hands, and there is, indeed, only one Russian firm of real importance; the closing of the free port will, however, naturally have the effect of cutting short the present supply of cheap German goods. With regard to the development of the natural resources of the region, Great Britain has certainly most important interests at stake, and there appears to be a likelihood of these interests extending. The two most important timber concessions are in British hands, and there are several British gold-mining companies at work.

The fortune telling case which has aroused so much interest in its course was concluded yesterday when Mr. Hazeland gave his considered decision and, finding the fortune teller guilty of larceny of jewels to the value of over \$3,000 by means of a trick, sentenced him to six months' imprisonment with hard labour. His Worship said he was satisfied the complainant told the truth. Her story was plain and straightforward and was unshaken in cross-examination.

MANILA MERCHANTS AND THE TARIFF LAW.

The following letter, written by Messrs. Kuenzle and Streiff to the Manila Chamber of Commerce, indicates somewhat the anxiety that is felt in commercial circles over the Payne Bill and Colton Tariff:

May 14th 1909.

SIR:—We have the honor to present to you the following:

TARIFF REVISION.

Referring to the Payne Bill, of which the so-called Colton Tariff pertaining to the Philippine Customs is a part, we beg to invite the attention of the Chamber that to our knowledge the forementioned law is to go into effect on its passage. Whether in the meantime any change in this provision has been made we are not aware, yet hardly think so, and hence consider it urgently necessary that some action be taken by this Chamber to prevent such procedure if possible. This recommendation is principally made on account of the conflicting and alarming reports received through the newspapers of this city in the absence of any official bulletin from the local government. Under the present wording of law any and all goods stored in bonded warehouses and or in transit at the time the law is passed shall have to pay the new rates of duty, which, it appears, are contemplated to be very much higher than heretofore. Immaterial however, what the new rates may be, solely from a point of fairness and justice to the local merchants, giving them at least some time to adjust themselves to the new conditions, we herewith recommend that this matter be taken up through your Chamber with the proper authorities at once. At all of the former Tariff Revisions a certain period had been allowed (though at times but a very short one) between the passage and the full enforcement of the new law, and inasmuch as the present contemplated changes will affect the local market conditions as never heretofore, we feel confident that the Hon. Acting Governor General and the Philippine Commission will give the commercial fraternity their kind assistance if appealed to, and induce Congress to adhere to established precedents or embody in the law some other proviso jointly agreed upon and recommended.

Hence we ask that a meeting of the Chamber be called at the earliest date possible in order to draft such resolution or to take such steps as many be deemed advisable in the hope of bringing about the desired relief.

BANKRUPTCY LAW.

From the dailies we have noticed to our great surprise that the Assembly has tabled this law and consequently it seems that again we shall be without some measure to protect creditors as well as debtors from fraudulent transactions in insolvency matters. Probably if all Chambers would unite and approach the Commission in a body, informing it of the urgency of such law, sufficient pressure might be brought to have the law enacted prior to the closing of the present legislature. We recommend immediate action.

THE DELIMITATION OF THE MACAO BOUNDARIES.

This subject has been much discussed by the Chinese papers in Peking. The *Peking Daily News* of the 5th inst. contains the following:—

An authority on the Macao boundary question interviewed to-day said: The question of the true boundaries of Macao is beyond dispute. It may be as well to draw attention to the fact that the said boundaries are very definitely known. Investigations have been made at the instigation of the Viceroy of Kwangtung which clearly demonstrate the fact that the Portuguese authorities have seriously encroached upon Chinese territory and violated China's sovereign rights. Particulars were needed in order that the question might be diplomatically discussed and the result of an enquiry shows that the following encroachments have been made by the Portuguese Government.

1. Green Island is situate between Macao and Wan Chai and on the North of the sea. The island is connected with Chin Shan. During

the 15th, and 16th, years of Kwang Hsu, the Portuguese made a new road leading up to the island and subsequently treated the island as Portuguese territory.

2. Mong Ha Kok and Loong Tin villages were places outside Macao boundaries. China had here established military guard houses and forts in these places but these were included in the Portuguese territory in the first year of Kwang Hsu, by whose authority no one knows. In the 13th. year of Kwong Hsu, Governor Wu was deputed to settle the Macao Boundary question but, owing to some urgent Government affairs this was postponed. In the 24th. year of Kwang Hsu however, the Portuguese claimed these two places as being within their territorial jurisdiction.

3. Kwo Lo Wan is an importante place and forms the door of Macao, giving access to the sea. To the left of Kwo Lo Wan is Kan O, and to the right is Wang Kam. Kwo Lo Wan itself is several times larger than Macao. The The Koong Pok Customs formerly had launches and cruisers on patrol there to prevent smuggling. In the first year of Kwang Hsu the Portuguese Government placed soldiers at Kwo Lo Wan and also in Li Chi Wan and Shek O, attempting to annex this territory. Afterwards they are reported to have also seized and controlled the territory of Wan Chai and Ngan Hang. These places have still Chinese forts and guard houses which illustrate the right which China has never abrogated thereover.

It is obvious that Portugal is attempting to obtain territory in China to which she can claim no title of right. It is one of the most unreasonable attempts to annex Chinese territory which has been seen for several years. Portugal does not seem to realize the fact that the days of encroachment upon Chinese territory are past.

CUMSHAW! CUMSHAW!

I met with a funny adventure while in Hongkong, writes a recent visitor to a Manila paper. I was walking along the waterfront smoking a cigarette to help keep the smell away—one meets with all kinds and conditions of smells in Hongkong—when a little slip of a Chinese youngster with cheeks as rosy as two ripe apples, approached and looked up at me with a twinkle in his almond eyes and a smile that came of unsophisticated childhood. He looked so attractive that I patted him on his tiny queue and gave him a couple of loose coins I had in my pocket. I never saw a youngster run faster than that little Chino did the moment he saw those coins. He headed towards a group of other little boys and girls who were playing in the street near by, and as he ran he shouted something that sounded very much like "Cumshaw! Cumshaw!" In about a minute I was surrounded by over fifty children all yelling and shouting "Cumshaw! Cumshaw!" and the more I shook my head and tried to frown, the louder they yelled and the more racket they made. I could not advance nor retreat—I was too dignified to break my way through the crowd and run! To make matters worse a number of coolies and others gathered around, and I felt—well, that I would have gladly given five dollars to have laid hands on that little Chinese rascal who was too unselfish to keep good fortune to himself. Luckily a rickshaw appeared at this moment and I made my escape, with the resolution hereafter to limit my enthusiasm over a fancy face or twinkling eyes to just a pat on the head.

CHINA'S NAVY.

DEPENDENT UPON CHINA'S BUDGET.

Before making further appropriations for the navy, it has been decided says the *Peking Daily News* to investigate thoroughly the finances of the country. To this end commissioners have been appointed whose duty it will be to bring out a budget of the Empire. Viceroys and Governors have been instructed to lose no time in bringing out provincial budgets. Future appropriations for the navy will be figured out on the presentation of the national budget. This arrangement has met with the approval of all ministers.

COMPANY REPORTS.

PEAK TRAMWAYS COMPANY,
LIMITED.

The report of the Directors for the year ending 30th April, 1909, for presentation to the shareholders on Saturday, the 29th inst. is as follows:—

Gentlemen,—The directors now beg to submit to you their report and statement of accounts for the year ending 30th April, 1909.

The net profit for the twelve months, after deducting directors' fees and general managers' remuneration and providing for loss on subsidiary coins, amounts to

To which has to be added the balance brought forward from last account

Making available for appropriation

The directors recommend that a dividend at the rate of 8 per cent. per annum be paid to shareholders, absorbing \$24,000.00, that \$1,983.10 be written off rolling stock, that \$15,000.00 be placed to a reserve fund and that the balance of \$2,204.60 be carried to a new profit and loss account.

Directors.—Mr. H. Keswick having resigned, Hon. Mr. W. J. Gresson was invited to occupy the vacant seat on the Board. In accordance with Rule 73 of the Company's Articles, Hon. Sir Paul Chater, C.M.G., Hon. Mr. W. J. Gresson, Dr. J. W. Noble, Mr. G. C. Moxon and Mr. C. S. Gubbay retire, but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and A. R. Lowe. Mr. Potts and Mr. Lowe offer themselves for re-election.

JOHN A. JUPP,
Chairman.

Hongkong, 17th May, 1909.

PROFIT AND LOSS ACCOUNT.
For the year ending 30th April, 1909.

To coals and stores	\$12,570.19
To charges	3,350.33
To maintenance and repairs	7,241.40
To rates, crown rent and fire insurance	1,215.35
To salaries and wages	23,416.41
To mortgage interest on R.B. Lot 80	2,029.92
To allowance to general managers to cover office rent and clerks' salaries	6,000.00
To directors' fees	\$2,500.00
To remuneration to general managers, 5 per cent on gross earnings	4,949.45
	7,449.45
To balance	35,716.05
	\$98,989.10

Cr.	
By traffic receipts (after deducting loss on subsidiary coins)	\$96,388.13
By advertisement rents	272.50
By rent account	340.00
By transfer fees	8.00
By interest	1,980.47
	\$98,989.10

BALANCE SHEET AT 30TH APRIL 1909.

LIABILITIES.	
Capital account:—	
75,000 shares of \$10 each	\$750,000.00
Less uncalled, \$9 per share on 50,000 share	450,000.00
	\$300,000.00
Reserve fund	5,000.00
Mortgage R.B. Lot No. 80	29,000.00
Unexpired season tickets	4,340.73
Sundry creditors	13,834.57
Profit and loss account.	
do. From last year	\$ 7,471.65
do. For the year	35,716.05
	43,187.70
	\$395,363.00

ASSETS.

Permanent way and concession (old line)	\$200,000.00
Permanent way and concession (new line)	45,626.29
Stations, crown leaseholds and buildings (Inland Lots 1317, 1333, 1334, 1335, 1353 and R.B. Lots 80 and 86)	35,256.29
Rolling stock	36,983.10
Office furniture	653.61
Coals and stores in hand	668.90
Sundry debtors	1,591.03
Cash in Hongkong and Shanghai Bank	\$71,274.61
Cash and compradores' orders in hand	3,309.18
	74,583.79
	\$395,363.00

A. S. WATSON AND CO., LIMITED.

The report of the General Managers for the year ending 31st December, 1908 for presentation to the shareholders at the twentieth-fourth annual ordinary General Meeting of the company (since its registration) to be held on Saturday, the 29th inst. is as follows:—

Gentlemen,—We beg to lay before you a Statement of the Company's business with a Balance Sheet for the year ending the 31st December, 1908.

The Net profits of the Company for the twelve months under review, after paying all charges, including the salary of the General Managers, providing for all bad and doubtful debts, and allowing for loss on subsidiary coins, amount to

To which has to be added the balance brought forward from the previous year

From this there has to be deducted:—

General Managers' commission of 5 per cent. on the net profits for the year as per Article 80 of the Company's Article of Association

Remuneration of the Consulting Committee as per article

Leaving available for appropriation

We paid an Interim dividend of 3 per cent. in November last absorbing

We now propose to pay a further dividend of 3 per cent. (making 6 per cent. for the year) which will absorb

To write off building improvements, furniture, fittings, utensils of trade, aerated water plant, and machinery

To carry forward to 1909 account

Consulting Committee:—The existing Consulting Committee consists of Hon. Sir C. P. Chater C.M.G., Hon. Mr. E. Osborne, and Messrs. H. P. White and J. Scott-Harston.

Auditors:—The Company's accounts at the Head Office have been audited by Mr. Francis Maitland, and Mr. W. Hutton Potts, who offer themselves for re-election.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 19th May, 1909.

BALANCE SHEET, 31ST DECEMBER, 1908.

LIABILITIES.	
Capital account	\$900,000.00
Permanent reserve fund	300,000.00
Reserve fund to meet contingencies or for the equalization of dividends	25,000.00
	\$1,225,000.00

Local and general liabilities in the East and in America

Local & general liabilities in London

Mortgage on Section E. of Inland Lot No. 19. & the buildings thereon

Mortgage on Marine Lot No. 2c. and the buildings thereon

Mortgage on Kowloon Inland Lot No. 1208 and the buildings thereon

Advance against San Jacinto Property Manila

Bills payable Hongkong, China and Manila

Unclaimed dividends

Security deposits from staff

Profit and Loss:—
Forward from 1907

Net balance 1908

Less interim dividend of 3 cents per share paid in November 1908

Less amount unclaimed at 31st December 1908

Total stocks in trade

Building improvements, furniture, fittings and trade utensils at Hongkong, Manila, Canton, Amoy, Shanghai, Hankow, Tientsin, and Native branches:—

As per last account

Amount written off for depreciation in May, 1908

Added during 1908

Aerated water and other machinery and plant at Hongkong, Manila, Canton, Amoy, Shanghai and Hankow:—

As per last account

Amount written off for depreciation in May 1908

Added during 1908

Steam launches, cargo boat, and water boat

A m o u n t	
written off	
for depreciation in	
May, 1908	403.06
	\$4,796.97
Added during	
1908	1,460.24
	6,257.21
Good debts due from customers	290,637.52
Sundry debtors	240,785.45
Cash in hand	36,340.70
Cash at bank	\$18,063.10
	8,854.41
	26,917.51
Fire Insurance premia and licenses unexpired	11,712.14
Section E. of Inland Lot No. 19 and the buildings thereon	\$ 60,000.00
Marine Lot No. 2c and the buildings thereon	173,917.82
Kowloon Inland Lot No. 1,204 and the building thereon	\$ 27,500.00
Marine Lot No. 293 as per last account	26,711.00
Expended for reclamation in 1908	25,620.00
	52,331.00
San Jacinto land and buildings, Manila	32,941.45
	346,690.27
	\$1,957,995.47
Dr. PROFITS AND LOSS.	
To balance	\$82,938.14
	882,938.14
Cr. CONTRA.	
By balance forward from 1907 account	\$6,438.19
By net profits, Hongkong, China and Manila	76,499.95
	\$ 82,938.14

COMPANY MEETING.

THE PARIS TOILET CO., LD.

The third general meeting of shareholders in the Paris Toilet Co. Ltd. was held at the offices of the General Managers, Victoria Buildings, on on the 22nd inst. Mr. H. Percy Smith presided, other shareholders present being Messrs. J. Hennessy Seth, E. Seth, C. Metzinger, W. Schmidt, E. Grant Smith, Li Fuk Tsau, Leoung Wong Cheung; L. A. Marcal and J. O. Scpiess (manager).

The CHAIRMAN, after reading the notice calling the meeting, said—Gentlemen, you have had the report and accounts in your hands for sometime, and with your permission we will take them as read. In the report we have endeavoured as far as possible to explain the reason we have not been able to show sufficient profit to enable us to pay a dividend, and I have nothing further to add on the matter, but shall be pleased to answer any questions.

After a period of silence the Chairman said that as there were no questions he would propose the adoption of the report and accounts.

Mr. SCPIESS—I have something I would like to mention. I would like to have more oversight of the books, and to know more about the expenses at the end of each month. If you keep me as manager you must let me know the monthly expenditure. Sometimes for four or five months I don't know whether there is a cent in the bank or not. I must know the position of affairs every month. In June last year I asked that a half-yearly meeting should be called, so that I could explain the whole thing to the shareholders.

The CHAIRMAN—Personally, I did not know that you had not all the information you wanted. As you actually make out the statement of expenditure I should have thought you knew

everything that has been done. If you have not had all the information you want, let us know what you want, and you can have it.

Mr. SCPIESS—I wrote you a letter asking you to call a meeting of shareholders, and you told me it was not the thing for a company to have a private meeting. If we don't pay a dividend I bear the brunt. I want something out of my share at the end of the year, and if I don't get it I want to know what is going on. If I ask you what is going on, you have got to refer to the books.

Mr. J. H. SETH—But you make out the expenses every month. You know how much the commission is, and what the other expenses amount to.

Mr. SCPIESS—But there are other expenses I know nothing about.

Mr. J. H. SETH—What other expenses? All the invoices are handed to you.

The CHAIRMAN—Personally I had not the slightest idea that you had not all the information you wanted. Mr. Seth considers you have. As regards the half-yearly meeting, I may say at once that I considered it quite unnecessary that such a small Company should have such a meeting. I think the shareholders will agree with me when I say it would be a ridiculous thing to waste their time in that way.

Mr. SCPIESS—I endeavour to make the business prosper. If shareholders won't help me, then I must resign.

Mr. J. H. SETH—The working of the Company has nothing to do with the financing of it.

Mr. SCPIESS—If I know the cost of everything, then I can bring the money in.

The CHAIRMAN—It is a great pity that you never said so before.

Mr. J. H. SETH—I have often told you to come along and see the books whenever you wanted to.

Mr. SCPIESS—That is not enough for me.

Mr. E. SETH—I think the General Managers are quite capable of conducting the management of the Company.

Mr. SCPIESS—They must be very clever to keep a year's working in their heads.

Mr. J. H. SETH—The General Managers have looked after the best interests of the Company.

Mr. SCPIESS—To successfully manage the business I must know what is expended and what profit, if any, has been made.

Mr. J. H. SETH—What is it we spend that you don't know about?

Mr. SCPIESS—You are spending too much money.

Mr. J. H. SETH—Come into the office and see. The books are open to you at any time.

The CHAIRMAN—You certainly never asked me about anything excepting the half-yearly meeting, which I considered absolutely unnecessary, and I think every shareholder agrees with me. If there are no other questions, I will propose the adoption of the report and accounts.

Mr. Li Fuk Tsau seconded, and the motion was carried.

On the motion of Mr. GRANT SMITH, seconded by Mr. ENOS SETH, Mr. J. Cox Edwards was re-elected auditor.

The CHAIRMAN—Gentleman, I have to thank you for your attendance. I am sorry I cannot say that dividend warrants are ready, but we must hope for better things later on.

The report was as follows:—The General Managers beg to submit to the shareholders their report on the Company's business for the year ending 31st December 1908 with a statement of accounts to that date. We regret we are unable to show a larger profit on the year's working in spite of doing a greater volume of business but our expenses have increased considerably although we have, with the help of your Manager, Mr. J. O. Scpiess, done what we could to reduce them. Our profit on sales has been entailed by the great drop in exchange and by the high price of hair at present prevailing in Europe. The net profit for the year including \$58.82 brought forward from last account amounts to \$28.29 which we propose to carry forward to next year.

Mr. Beattie was elected auditor for the year under review but owing to his having to go away he resigned and Mr. J. Cox-Edwards was appointed to fill the vacancy. Mr. Cox-Edwards being eligible offers himself for re-election.

FAK EASTERN TELEGRAMS

PLAGUE AT YOKOHAMA.

Tokyo, May 17th.

The pest has broken out at Yokohama, and several fatal cases are reported.

Tokyo, May 18th.

The outbreak of pest at Yokohama is serious. The epidemic broke out in the poorest quarter of the city and is believed to have been conveyed by means of the rice imported from Formosa.

The premises of 200 rice-dealers have been disinfected.

THE BRITISH SQUADRON.

Tokyo, May 17th.

The British China Squadron, under the command of Admiral Lambton, has left Yokohama for Nagasaki.

[FROM THE "CHUNG NGOI, SAN PO"]

THE PORTUGUESE MINISTER AND AN ALLEGED REBEL.

Peking, May 23rd.

The Portuguese Minister recently addressed to the Waiwupu a request for the release of a member of the Anti-Manchu Society, named Yung Kit, who was arrested by the Chinese authorities at Shanghai. The request was refused.

PROPOSED EMIGRATION AGREEMENT.

Peking, May 23rd.

The Waiwupu intends to negotiate with the Foreign Powers for new agreements with respect to the emigration of Chinese labourers.

MR. CLAUDE W. KINDER, C.M.G.

Mr. Kinder, as already announced, has retired from the Imperial Chinese Railways of North China and is now on the train bound for England after thirty-one years of loyal and devoted service. No foreign employe of the Chinese Government ever left China with a higher reputation for ability, energy and unswerving integrity. His work speaks for itself. The railway built by him is one of the most valuable assets of the Chinese Government. From the revenue earned by it has been defrayed, among other things, the cost of the construction of the Peking-Kalgan Railway. It is the security for various railway loans obtained abroad.

Japanese papers to hand announce that Mr. Kinder has been appointed Advisory Engineer to the Yu Chuan Pu, resident in London. We wish that the statement were true. We wish that Mr. Liang Shih-yi, the present Director-General of Railways, could have seen fit to shew some appreciation of the services rendered by Mr. Kinder, but we have been disappointed. Not only has Mr. Kinder left China without the smallest appreciation of his services: he has even been deprived of considerable sum to which he was, by procedure and practice, entitled. During his long service Mr. Kinder had only a very brief holiday—fifteen months in all between September 1878 and April 1909. On leaving he was entitled to the sum of £3,500 pay due in place of leave not taken, but his application for this sum was refused. Mr. Liang Shih-yi offered him instead a bonus of £600 and an engagement of three years as Consulting Engineer in London a salary of £1,000 per annum. In other words Mr. Kinder was asked after 31 years service to do three years advising work to the Yu Chuan Pu in London for nothing. Mr. Kinder naturally refused this appointment. Here is his letter:

April 2, 1909.

H. E. Liang Shi Yi,
Director-General, Peking.

Dear Sir:—After giving more consideration to your offer to make me Advisory Engineer to the Board, residing in London, I have decided that it is wisest not to accept the position.

I find the Board as at present constituted, is distinctly hostile to what I consider China's true interests as well as the honest reading both of Loan Agreements and Protocol.

The Board has also persistently ignored my position and authority in a marked degree ever since Mr. Chow resigned his post as Director.

Under these circumstances it would be impossible for me to serve with the full respect and loyalty essential to anyone acting in an advisory position.

With regard to pay in lieu of leave, I trust you will reconsider your proposal to give me a bonus of £600, which I prefer not to accept. I merely want what I am fairly entitled to and not presents in any form whatever.

I shall be obliged if you will let me have an immediate reply.

Yours truly,

(Sgd) C. W. KINDER.

After the receipt of this letter Mr. Liang Shih-yi paid into Mr. Kinder's account £2,000 (one year's salary), and Mr. Kinder, too proud to press his claim, has accepted this sum in lieu of the payment of £3,500 to which he was entitled. Contrast this treatment with that accorded by a predecessor of Mr. Liang Shih-yi to M. Jadot, the Belgian Engineer-in-chief of the Peking-Hankow Railway, the first section of which, namely from Lokouchai to Paoting-fu, was built by Mr. Kinder.

When M. Jadot left China after five years service he was awarded by the Chinese Government, justly awarded we consider, an honorarium of 250,000 francs (£20,000), for the work done on the railway, and 50,000 francs (£2,000) extra for the Yellow River Bridge Mr. Kinder leaves with a reward of £1,500—less than nothing.

The treatment which Mr. Liang Shih-yi has seen fit to accord to Mr. Kinder has been a subject of comment for sometime past. It is none of our duty to express any opinion upon the appointment of Mr. Kinder's successor, but it is our duty to make known the facts of Mr. Kinder's departure and refute the statements published in the Japanese paper that Mr. Kinder has been treated generously by the Chinese Government. It is questionable whether any employe of any foreign government of the standing and record of Mr. Kinder was ever treated more ungenerously—*Peking and Tientsin Times*.

HONGKONG AS THE GOOD EXAMPLE.

Hongkong, remarks the *Calcutta Englishman*, has afforded other places more than one valuable hint in the matter of municipal and other regulations. Not very long since we invited the attention of the Bengal Government and the Calcutta Corporation to the successful campaign against promiscuous public expectoration that was being carried out in Hongkong. We suggested that it might be imitated with advantage to the health of this city. *A propos* of the Hongkong spitting regulations, it is interesting to note the way in which the Tramway Company impress the necessity for cleanliness on their clients. All their cars now exhibit a notice:—"Gentlemen will not spit; others must not," in English and Chinese. But this is not the only ordinance that Calcutta might with advantage copy from Hongkong. Article number 7 of the Hongkong Regulations requires every boatman, or other person, to render every assistance possible to a drowning person, and severe penalties are inflicted on any who fail to obey. The Hongkong papers to hand report the prosecution by the Harbour Police of a boatman, who did not take prompt measures to rescue a sailor who was drowned in Hunghom Bay on March 28th. There is need for a similar article in the Calcutta Harbour regulations. It will be remembered how, when the Austrian steamer *Trieste* touched ground off Garden Reach, recently, and heeled when turning an unfortunate steward fell into the river. There were a number of dinghies and other country boats around the spot, and several boatmen saw the lad fall in, whilst their attention was also called to the drowning man by members of the crew. Not one of the boatmen, however, attempted to rescue the unfortunate Austrian. Had an article like section 7 of the Hongkong regulations existed, fear of punishment might have induced the men to be humane.

COMMERCIAL NOTES.

CARGOES AT CHINKIANG.

Business is beginning to be very brisk writes the Chinkiang correspondent of the *N.-C. Daily News*, and quite a large number of homesteaders are passing through our port up to Kiukiang and Hankow with home cargoes and taking back China cargoes. The str. Oopack is in port here now discharging tin plates for kerosene oil tins, for the Standard Oil Company. The str. Hazel Dollar is expected hourly with timber from British Columbia for the Railway Co., at Tientsin, Pukou and Nanking.

THE CREDIT SYSTEM.

It is interesting to note from the last minutes of the Shanghai General Chamber of Commerce that a letter had been addressed to them by the Piece Goods Guild Shanghai pointing out the incongruity of the two systems of doing business in that Port and Tientsin, and suggesting that in order "to unify the procedure of two places, in business transactions with Chinese and Foreigners, Tientsin practice of delivering goods before payment, and of paying in two months' bills be adopted in Shanghai. If the old practice be continued unchanged not only will the business of the Hongs of our Association be, by comparison with Tientsin, curtailed, but foreign merchants will feel a loss which they will find it difficult to account for." The reply of the Chamber was to the effect that it was unanimously decided not to deliberate further on the proposal, and to inform the Guild that any suggestion to alter the practice of paying for goods by five day Native bank orders, so long in force here, could not be entertained, and adding:—"The credit system, on your own admission, has led to failures for huge sums, and is in the opinion of the Committee of the Chamber, against the best interest of traders, Chinese and Foreigners alike."

It is generally inferred that the letter from the Guild was instigated more with the idea of getting something done to put down the obnoxious practice in Tientsin rather than have it introduced in Shanghai.

SHANGHAI PIECE GOODS TRADE.

Messrs. Noel Murray and Co's latest report on the Shanghai Piece Goods Trade says:—

Whatever the expectations were as regards an improvement in the demand, their realisation has been frustrated by a countermove in Exchange. The demand for Silver on the London market has collapsed, and a reaction has taken place, bringing our rates down a half penny in the week. This has naturally caused a lull, as for the moment there is not much faith in the stability of this downward movement. However, it has effectually stopped business, buyers being inclined to hold off until they can see more clearly what it is really to be, and incidentally to continue the gamble that has occupied so much of their attention recently.

The demand that was thought to be pending for the North has not yet eventuated, in fact the transactions during the interval have been smaller than ever, but there is still an underecurrent of inquiry which is fully expected to develop into actual business in the not far distant future. Since our last transactions have continued on the veriest retail scale, the demand being simply from hand to mouth, and there seems to be few things that buyers have to apply to Importers to make up their requirements, which can evidently be mostly supplied by goods already in hand, or can be picked up at the Auctions. It can also be readily conceived that a large proportion of the goods to arrive is on indent account, which would obviate the necessity of buying from old stock, and it has certainly been noticed for some time past that fresh arrivals are being cleared very promptly, to the detriment of the goods that have been kept on storage here for periods now running into years.

News comes from Tientsin that rain, so long wanted, has commenced to fall and is expected to have a good effect on the market. The threatened drought in Shantung has also been averted, which should help to stimulate trade in imports, though nothing can assist that more than a steady, low Exchange, which is so necessary to help China out with the export of her products.

JAPANESE SILK.

The Prefectural Government of Fukui, Japan, has issued a notification in regard to the

official inspection of Fukui Export Silk. The notification states that "Fukui Prefecture" is noted for the manufacture of silk, known as "Fukui Habutaye," which has long been admitted all over the world as unequalled in quality. The total output of the prefecture amounts to 20,000,000 yen a year, and the demand from all parts of the world is steadily increasing. Up to the present, the inspection of the article, in order to certify its weight and quality, has been conducted by the Weavers and Dealers' Corporation. This institution, however, has lately proved unqualified for this task. To make the inspection more accurate and trustworthy, the Prefectural Government of Fukui has undertaken to establish an official inspection bureau, and therein to inspect all export silks made or refined in this prefecture; so that dealers in Fukui habutaye will be able to transact business more easily and with more confidence."

The Notification gives reproductions of the marks which will be placed on each of the three grades to show their weight and quality. If any inquiries about the weaver, or the refiner, be necessary and application is made to the Bureau with the inspection number, thorough investigation can readily be made, as all such particulars are entered in the register.

GERMAN TRADE WITH ASIA.

According to an official statement the imports from Asia to Germany have in 1908 fallen to 634.6, against 741 million marks, while the exports of Germany to Asia have also fallen to 314.1, against 319 million marks in 1907. Imports from British India amounted to 306.9 (407.1) million marks, exports from Germany to that country to 95.4 (99); British Malacca imports 17.8 (23.7), exports 8.2 (12); Ceylon, imports 17.4 (15.2), exports 1.9 (2.1); China, imports 70.7 (56.7) exports 5.07 (63.1); Hongkong, imports 0.1 (0.3), exports 4.2 (5.0); Kiaochow, imports 0.1 (0.3), exports 3.5 (3.4); French India, imports 5.2 (4.8) exports 1.7 (1.1); Japan, imports 19.0 (29.3), exports 94.6 (102.4), Dutch Indies, imports 173.2 (187.1), exports 40.7 (42.6); Philippines, imports 3.1 (4.1), exports 5.6 (7.4); Siam imports 16.9 (6.6), exports 6 (6.5). From Australia and Polynesia the imports amounted to 195.1 (239.1) and the exports to 66.2 (68.6) million marks. The whole foreign trade of Germany in 1908 has amounted to 7,664.0 (8,746.7) million marks in imports, and 6,398.5 (6,845.2) million marks in exports, exclusive of precious metals. The German imports from Great Britain amounted to 696.9 (976.6) and German exports to Great Britain to 997.4 (1,060.4) million marks. The decrease in imports is caused by the considerable decrease of coal (from 11,952,382 tons in 1907 to 1,057,125 tons in 1908).

THE CONSULAR INVOICE SYSTEM.

At a meeting of the council of the London Chamber of Commerce Mr. Charles Charlton presiding, Mr. Stanley Machin was elected chairman of the council, Mr. L. R. S. Tomalin deputy-chairman, and Mr. Frank Debenham treasurer. It was decided that representations should be made to the Secretary of State for Foreign Affairs and the President of the Board of Trade regarding the present heavy duties levied upon vessels using the Suez Canal to the Commercial Intelligence Department of the Board of Trade, deprecating the proposal of the Consul-General for China in London to introduce the Consular Invoice system between this country and China; and that support should be given to the Edinburgh Chamber of Commerce in representing to the Chancellor of the Exchequer the need for restricting the income-tax in time of peace, so as not to impair its efficiency in time of war. The council also reappointed two representatives on the Council of Foreign Bondholders—viz., Mr. F. Faithfull Begg and Sir Richard Martin.

The Shanghai Horticultural Society tried the experiment of holding a Rose Show in the Hongkew Recreation Ground last week. Though the show was a disappointment in point of the number of entries, and the wet weather prevented many from attending and made the Band Concert an impossibility, the promoters the *N.-C. Daily News* says, should certainly give growers another opportunity next year to display their beautiful flowers.

COMMERCIAL

IMPORTS:—

RICE.

Hongkong, 24th May:—Prices are approximately the same as when last reported.

Saigon, Ordinary	\$4.60	to	\$4.70
" Round, Good quality ...	4.80	to	4.85
" Long.....	4.70	to	4.75
Siam, Field mill cleaned, No. 2 ...	4.90	to	4.95
" Garden, " No. 1 ...	4.80	to	4.85
" White.....	5.00	to	5.05
" Fine Cargo.....	5.05	to	5.10

OPIUM.

Hongkong, May, 24th.

Quotations are:—

Malwa New	\$1,090/1,120	per picul.
Malwa Old	\$1,130/1,150	do.
Malwa Older	\$1,160/1,180	do.
Malwa Very Old	\$1,190/1,220	do.
Persian Fine Quality	\$1,020/1,050	do.
Persian Extra Fine	\$850/900	do.
Patna New	\$1,050	per chest.
Patna Old	\$1,050	do.
Benares New	\$1,075	do.
Benares Old	\$—	do.

PIECE GOODS.

Messrs. Noël, Murray & Co. in their Piece Goods Report, dated Shanghai 14th May, 1909, state:—Whatever the expectations were as regards an improvement in the demand, as expressed in our last, their realisation has been frustrated by a countermove in Exchange. The demand for Silver on the London market has collapsed, and a re-action has taken place, bringing our rates down a half penny in the week. This has naturally caused a lull, as for the moment there is not much faith in the stability of this downward movement. However, it has effectually stopped business, buyers being inclined to hold off until they can see more clearly what it is really to be, and incidentally to continue the gamble that has occupied so much of their attention recently. The demand that was thought to be pending for the North has not yet eventuated, in fact the transactions during the interval have been smaller than ever, but there is still an undercurrent of inquiry which is fully expected to develop into actual business in the not far distant future. Since our last transactions have continued on the veriest retail scale, the demand being simply from hand to mouth, and there seems to be few things that buyers have to apply to Importers for to make up their requirements, which can evidently be mostly supplied by goods already in hand, or can be picked up at the Auctions. It can also be readily conceived that a large proportion of the goods to arrive is on indent account, which would obviate the necessity of buying from old stock, and it has certainly been noticed for some time past that fresh arrivals are being cleared very promptly, to the detriment of the goods that have been kept on storage here for periods now running into years. News comes from Tientsin that rain, so long wanted, has commenced to fall and is expected to have a good effect on the market. The threatened drought in Shantung has also been averted, which should help to stimulate trade in imports, though nothing can assist that more than a steady low Exchange, which is so necessary to help China out with the export of her products. While writing about Tientsin it is interesting to note from the last minutes of the Shanghai General Chamber of Commerce that a letter had been addressed to them by the Piece Goods Guild here pointing out the incongruity of the two systems of doing business in that Port and this, and suggesting that in order "to unify the procedure of the two places, in business transactions with Chinese and Foreigners, the Tientsin practice of delivering goods before payments, and of paying in two months' bills be adopted in Shanghai. If the old practice be continued unchanged not only will the business of the Hongs of our Association be, by comparison with Tientsin, curtailed, but foreign merchants will feel a loss which they will find it difficult to account for." The reply of the Chamber was to the effect that it was unanimously decided not to inform the Guild that any suggestion to alter the practice of paying for goods by five days Native Bank orders, so long in force here, could not be entertained, and adding:—"The credit system, on your own admission, has led to failures for huge sums, and is in the opinion of the Committee of the Chamber,

against the best interest of traders, Chinese and Foreigners alike." It is generally inferred that the letter from the Guild was instigated more with the idea of getting something done to put down the obnoxious practice in Tientsin rather than have it introduced here. From the same Minutes it is learnt that with regard to the registration of dealers in the various Guilds only the Piece Goods Guilds had replied (and that favourably we understand) and it was therefore decided to await a reply from the other Guilds addressed before taking further action. Also that the question of "Subsidiary Coinage" and its continuous depreciation had been brought to the notice of the Foreign Ministers in Peking through the Senior Consul here. The orders from Szechuen have not been filled yet to their full extent, the delay in executing them being rather unfortunate so that the decline in Exchange should hasten the buying. It is said Hankow is looking a little more hopeful—shipments thence certainly continue favourable. For Ningpo and the rearer markets, mostly supplied by the Auctions, very satisfactory clearances are being made. The home markets are very strong in sympathy with Cotton, which has advanced in Liverpool to 5.72d. for Mid-American spot, and 5.52d. for August/September option. Egyptian is also stronger, having advanced a farthing to 8³/₄d. The New York market seems inclined to be easier somewhat, though there is not much evidence to that effect, and is not very consistent with the advance in Cotton, which according to some advices is now quoted 10.78 cents. Complaints are often heard now of the insufficiency of the Pacific freight service which forces shippers to employ the Suez route. We understand a new line is in course of inauguration with a port of departure in Southern Mexico, the only disadvantage to it being the extra handling it will require. Although not coming directly under the cognizance of the open market there is still an excellent demand for Indian Yarns, but it is being done chiefly with the native indentors who are selling slightly under the prices foreign Importers are asking, and have thus been able to supply the requirements in No. 10s. which their stocks chiefly consists of. The sales from first hands that we report are almost entirely No. 20s. and include 600 bales the sale of which was arranged as we closed our last. Japanese and Local Spinnings are quiet and rather easier, but prices should improve with the drop in Exchange. For native Cotton the market is dull with prices drooping. Just at the close we hear some business has been done in American males—from first hands 2,800 bales Loray A Sheeting, old stock, at Tls. 4.60, and resales of the following:—Sheetings—2,000 pieces each Orr A at Tls. 4.60 and Williston A Tls. 4.65, and in Drills 1,500 pieces each of "Paulo" at Tls. 5.60 small Cat (P Trion AAA) at Tls. 4.65, Clifton K Tls. 4.80, Pacolet and Pepperell Tls. 5.00. These are all for the Tientsin market. In English goods we only hear of small private sales of 10-lbs. Grey Shirtings, Tiger and Boy and Woman and Froy at Tls. 3.90, the rest of the trade being carried on a retail basis. We are sorry that in reporting the Auction sales last week we did not point out that the total figures included two Yuen Fong Auctions, hence their apparent startling increase. The sales this week, as compared with the previous week do not show up very satisfactorily on the whole, especially when the fall in Exchange is taken into consideration, but a glance at the particulars will show that the prices were very "in and out."

HONGKONG QUOTATIONS.

Hongkong, 17th May, 1909.

Hongkong markets:—

Apricot	\$17
Borax	\$17 to 19
Cassia	\$21 to 21 ¹ / ₂
Cloves	\$31 to 32
Camphor	\$84 to 85
Cow Bezoar	\$70 to 114
Fennel Seed	\$8 to 9
Galangal	\$2 to 4
Grapes	\$17
Kismis	\$16 to 17 ¹ / ₂
Glue	\$26
Olibanum	\$3 to 14
Oil Sandalwood	\$250 to 300
" Rosa.....	\$70 to 90
" Cassia	\$195
Raisins	\$134
Senna Leaves	\$8 to 9
Sandalwood	\$34
Saltpetre	\$10 to 11

EXPORTS:—

CAMPHOR.

HONGKONG 24th May:—There is nothing to report in this market, and prices are the same.

MISCELLANEOUS EXPORTS.

Per P. & O. steamer *Delta*, 15th May 1909. For Aberdeen—1 case cigars. For Liverpool—1 case cigar. For Manchester—395 bales waste silk. For Oporto—1 case porcelain. For Lyons—457 bales raw silk. For Marseilles—151 bales raw silk, 4 cases feathers, 5 bales human hair, 1 case bamboo hats. For London—146 bales waste silk, 1103 boxes tea, 10 bales raw silk, 9 cases silks 35 rolls matting, 5 cases blackwood chinaware, 6 bales feathers, 4 cases brass Gongs, 1 case pamphlets, 7 cases personal Effects.

HONGKONG SHARE QUOTATIONS.

HONGKONG, 21st May, 1909.—The firmness reported in our last week's issue has generally speaking been well maintained, and in some important cases we have to note further advances in rates. Business was inactive at the beginning of the week under review, but towards the close a fair amount has been transacted the market however is still handicapped by the unwillingness of holders to part even at the improved rates. Exchange on London closes at 1/9³/₄, T/T, on Shanghai at 74¹/₄.

BANKS.—Hongkong and Shanghai with a continued demand at 95¹/₄, and with no shares forthcoming the rate rapidly rose without business to 97¹/₄, at which some shares changed hands and with a further demand, 97¹/₄ and 98¹/₄ was soon reached, with sales at both rates, the market closes steady at the last rate Nationals call for no remarks.

MARINE INSURANCE.—Small sales of Unions at 84¹/₄ are recorded, also of Cantons at 197¹/₄, further than this we have no changed or business to report.

FIRE INSURANCES.—Hongkong have changed hands at 34¹/₄, and close in demand at that rate. Chinas have ruled in demand at 108, without leading to business and at the close buyers still rule the market.

SHIPPING.—Hongkong, Canton and Macao have found buyers at 31¹/₄, and close with probable further buyers. Indo-Chinas after sales in the early part of the week at 80, have declined considerably, at the close shares are obtainable at 73. The business at intermediate rates has been but small and the market closes dull. Star Ferrys are still in demand but we have heard of no sales. Other stocks under this heading remain unchanged and without business.

REFINERIES.—China Sugars have been in some demand and the market has ruled strong, with sales at 141¹/₄, 142¹/₄ and 145, closing with buyers at the highest rate. One time sales for June at 147¹/₄ are reported. Luzons remain unchanged and without business.

MINING.—Raubs have been the medium of a fair business at 9.50, 9.60 and 9.75, the market closing with buyers at 9¹/₄. Chinese Engineerings are firmer and the last quotation from the North gives 17¹/₄ buyers. Charbonages are unchanged and without business.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks continue week, and after some small sales at 70 and 67¹/₄ close with sellers at 65 and with no buyers over 62¹/₄. Kowloon Wharfs have been the medium of a fair business at 58¹/₄ and 59, the market closing with buyers at 58/58¹/₄, most of the shares that have changed hands have been taken up in the North, Hongkew Wharfs close in the North with sellers at 167, and Shanghai Docks at 84 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have improved considerably to 105 at which rate a fair number of shares have changed hands. No intermediate sales between that rate and the last quoted one of 102 have been reported. Hotels are neglected at quotations and we have no business to report. West Points have found buyers at 44, Humphreys are in some demand at 9 but no shares are available and we have no business to report.

COTTON MILLS.—Ewos, after rising to 124 during the week close easier at 122. Internationals and Laou Kung Mows are quoted lower in the North at 89 and 19 respectively. Other stocks under this heading call for no remarks.

MISCELLANEOUS.—China Borneos have been placed during the week at 12½ and 13, China Providents at 9½, Cements at 8.90, 8.80 and Peak Trams (old) at 14, Union Water Boats at 10½, and China Lights at 6. Electrics close with buyers at the improved rate of 18½, Peak Trams (old) at 14 and United Asbestos at 13. We have nothing further to report under this heading.

Quotations are as follows:—

STOCKS	PAID UP	QUOTATIONS
Banks—		
Hongkong & S'hai...	\$125	\$980, buyers
National B. of China	26	\$51, buyers
Bell's Asbestos E. A....	12/6d.	\$10½, buyers
China-Borneo Co.....	12	\$13, buyers
China Light & P. Co....	\$10	\$6, sales & sel.
China Provident	\$10	\$9½, sales
Cotton Mills—		
Ewo Cotton S. & W.	Tls. 50	Tls. 122
Hongkong C. S. Co.	\$10	\$8½
International	Tls. 75	Tls. 89
Laou Kung Mow	Tls. 100	Tls. 109
Soychee	Tls. 500	Tls. 400
Dairy Farm Co.....	\$6	\$16½, sellers
Docks & Wharves—		
H. & K. Wharf & G.	\$50	\$58, buyers
H. & W. Dock	\$50	\$62½, buyers
New Amoy Dock	\$50	\$9½, buyers
Shanghai Dock and Eng. Co., Ltd.	Tls. 100	Tls. 84
S'hai & H. Wharf....	Tls. 100	Tls. 167
Fenwick & Co., Geo....	\$25	\$11, sellers
G. Island Cement Co	\$10	\$8.80, sellers
Hongkong & C. Gas...	\$10	\$210, buyers
Hongkong Electric....	\$10	\$18½, buyers
Hongkong Hotel Co. {	\$50	\$71, (old)
Hongkong Ice Co.....	\$25	\$42, (new) sel.
H'kong Rope M. Co....	\$10	\$24, sellers
Insurances—		
Canton	\$50	\$197½, sales
China Fire	20	\$108, buyers
China Traders	\$25	\$85½, buyers
Hongkong Fire.....	\$50	\$345, sales & buy.
North China	25	Tls. 104, buyers
Union	\$100	\$45, sales
Yangtze	\$60	\$225
Land and Buildings—		
H'kong Land Invest.	\$100	\$105, sales & buy.
Humphrey's Estate	\$10	\$9, buyers
Kowloon Land & B.	\$30	\$30
Shanghai Land	Tls. 50	Tls. 120
West Point Building	\$50	\$44, sales
Mining—		
S. F. des C. du T'kin	Fs. 250	\$625, buyers
Baubs	18/10d.	\$9½, buyers
Peak Tramways Co., Ltd.	\$10	\$14, buyers
Philippine Co., Ltd....	\$10	\$2, sellers
Refineries—		
China Sugar	\$100	\$145, buyers
Luzon Sugar	\$100	\$16, sellers
Robinson Piano Co. ...	\$50	\$50, sellers
Steamship Companies		
China and Manila...	\$25	\$11, sellers
Douglas Steamship	\$50	\$36
H., Canton & M.	\$15	\$31½, buyers
Indo-China S. N. Co.	25	\$48, sellers
Shell Transport Co.	21	\$25, sellers
Star Ferry	\$10	\$59/6, buyers
Star Ferry	\$5	\$26, buyers
Star Ferry	\$5	\$15, buyers
South China M. Post...	\$25	\$24, sellers
Steam Laundry Co.....	\$5	\$5½, sellers
Stores & Dispensaries—		
Campbell, M & Co....	\$10	\$12
Wm. Powell, Ltd. ...	\$7	\$3, buyers
Watkins, Ltd.	\$10	\$3½, buyers
Watson & Co., A. S.	\$10	\$9, sales
Weissmann, Ltd.....	\$100	\$150, buyers
United Asbestos	\$4	\$13, buyers
Union Waterboat Co....	\$10	\$230
Union Waterboat Co....	\$10	\$10½, buyers

VERNON & SMYTH, Brokers.

SHANGHAI SHARE QUOTATIONS.

13th May, 1909.

COMPANY.	PAID UP	QUOTATION.
Banks:—		
Hongkong & S'hai...	\$125	\$980, buyers
National of China...	26	\$50, sales
Russo-Chinese	(R187½)	Tls. 175
Insurance:—		
Union Society C'tn	\$100	\$800, sales
North-China	25	Tls. 160, ex. div.
Yangtze Assocn. ...	\$60	\$235, e. d., sells.
Canton	\$50	\$188, buyers
Hongkong Fire.....	\$50	\$340, sellers
China Fire.....	\$20	\$106, buyers
Shipping:—		
Indo-China { pref. }		Tls. 61, sales
Shell Trans. { ord. }	21	\$217.0
& Trading { pref. }	10	\$211.0.0
S'hai Tug & { ord. }	T50	Tls. 53, buyers
Lighter ... { pref. }		Tls. 55, sellers
Taku Tug & Lighter	T50	Tls. 45
Kochien Transport-		
ation & Tow Boat	T50	Tls. 45, sales
Docks & Wharves:—		
S'hai Dock & Eng...	T100	Tls. 85, buyers
H. & W. Dock	\$50	\$77, sellers
S. & H'kew Wharf...	T100	Tls. 171, sellers
H. K'loon W. & G...	\$50	\$57, buyers
Yangtze	T100	Tls. 217½
Sugar Companies:—		
Perak Cultivation...	T50	Tls. 160, buyers
China Refining.....	\$100	\$157½, sales
Mining:—		
Raub Australian ...	21	\$8, buyers
Chinese Eng. & Min.	18/10	Tls. 16½, buyers
Lands:—		
S'hai Investment...	T50	Tls. 120, s.s. buy.
H'kong Investment	\$100	\$98½
Humphreys' Estate	\$10	\$9, sales
Weihaiwei	T25	Tls. 9
China	T50	Tls. 50
Anglo-French	T100	Tls. 101, buyers
Cotton:—		
Ewo	T50	Tls. 121, sellers
International	T75	Tls. 90, sellers
Laou Kung Mow ...	T100	Tls. 112, sellers
Soy Chee	T500	Tls. 400
Industrial:—		
Shanghai Gas	T50	Tls. 114, sales
Major Brothers.....	T50	Tls. 52½, sales
Shanghai Ice.....	T25	Tls. 15
China Flour Mill...	T50	Tls. 35, sales
S'hai Pulp & Paper	T100	Tls. 40, sellers
Green Is. Cement...	\$10	\$9½, sellers
Maatschappij, &c.,		
in Langkat.....	Gs. 100	Tls. 1,140, sales
Shanghai - Sumatra		
Tobacco	T20	Tls. 142½, sellers
S'hai Waterworks...	\$20	Tls. 415
Anglo-Ger. Brewery	100	\$75, buyers
A. Butler Cement,		
Tile Works	50	Tls. 20
Kalumpang Rubber	50	Tls. 125, buyers
S. R'ber Estates...	T100	Tls. 170, sales
T. R. & T. Estate Co.	21	Tls. 11.40, sales
Eastern Fibre	\$10	
Shanghai Electric		
Construction.....	210	\$28.2.6, sales
Miscellaneous:—		
Hall & Holtz.....	\$20	\$21, sales
A. Llewellyn	\$60	\$65
A. S. Watson & Co.	\$10	\$9, buyers
Central Ordinary...	\$15	\$19, buyers
Central Founders...	\$15	\$400, buyers
S. Moutrie & Co....	\$50	\$45
Weeks & Co.	\$20	\$25, buyers
Astor House Hotel	\$25	\$20, sellers
Hongkong Hotel Co.	\$50.00	O. \$85, sel. e. d.
Hotel des Colonies	T12.50	Tls. 6, sellers
Lane, Crawford & Co.	100	\$165
Dunning & Co.	50	\$40, sellers
S'hai Horse Bazar...	T50	Tls. 51
S'hai Mercury	T50	Tls. 50
S'hai Mutual Tele.	T50	Tls. 63, sales
China Im. & Ex.		
Lumber	T100	Tls. 83, sellers
Shanghai Electric &		
Asbestos	\$25	\$23, sales
Dallas Horse Re-		
pository	T50	Tls. 25
Printing Co.....	T50	Tls. 50

J. P. BISSET & Co.

Messrs. J. P. Bisset & Co. in their Share Report for the week ending May 13th, state:—The principal feature of our market during the week has been dealings in Langkats which show rather irregular rates. Bank.—Hongkong and Shanghai Banks. Shares have been placed for June at \$990. Cash shares are wanted at \$980. Insurance.—No business reported. Shipping.—Indo-Chinas are now quoted at Tls. 61. Nominal for cash, sellers for June at Tls. 62. Shanghai Tug & Lighter Shares remain steady. Buyers of Ordinaries at Tls. 53, sellers of Preference at Tls. 55. Docks and Wharves.—Shanghai Docks have been placed at Tls. 87 for June. Buyers for cash shares at Tls. 85, and 86 for June shares. Sellers at Tls. 87 for June. Shanghai & Hongkew Wharves. A considerable business has been done in this stock at Tls. 160, 170, 171 and 172 for June, and later at 171 June and 168½ cash. At close there are sellers for cash at Tls. 171 and for June at Tls. 172. Sugars.—Perak Sugars are again wanted at Tls. 160 for cash. Mining Stocks.—No business reported. Buyers offer Tls. 10½ for Chinese Engineering and Mining Shares. Lands.—Shanghai Lands found buyers at Tls. 120. Anglo-French Lands are steady with buyers at Tls. 101. Industrial.—Cotton Stocks. Ewos have been placed at Tls. 123 and Tls. 122 June, and a sale is reported for cash at Tls. 120½. At close there are sellers at Tls. 121 for cash and Tls. 122 June, Tls. 123 September. Internationals are at Tls. 90 for cash and Tls. 92 for June. Laou Kung Mows at Tls. 112 for cash and Tls. 112½ June. Soy Chees. No business reported. The market is nominal at Tls. 400. Shanghai Gas shares have been placed at Tls. 114. China Flours have buyers at Tls. 35. Paper and Pulp are offering at Tls. 40 and Green Island Cements at \$9½. Maat-chappij &c. in Langkats. The market opened on the 6th with sales at Tls. 1,130, 1,150, 1,160, for June. On the 7th at Tls. 1,200, 1,220 and 1,210 June, and at Tls. 1,200 for cash. On the 8th at Tls. 1,165 for cash. On the 10th at Tls. 1,190 and Tls. 1,195 cash and Tls. 1,190 and Tls. 1,210 for June. On the 12th at Tls. 1,165 cash. At the close June shares are wanted at Tls. 1,160, for September at Tls. 1,220. No shares offering at these rates. Sumatras have changed hands at Tls. 132½, Tls. 135 cash. Yesterday at Tls. 140 cash and Tls. 142½ June. Buyers offer the later quotations for shares. Kalumpungs have been done at Tls. 120 cash and are now wanted at Tls. 125 for cash. Senawangs have been placed at Tls. 157½, Tls. 168 and Tls. 170 for cash. There are buyers at the latter rate. Tebongs have found buyers at Tls. 11½ and Tls. 11.40. The market is steady. Dominions at Tls. 6½ for cash, and buyers offer this rate for shares. Shanghai Electric Construction Co. Business done at \$8.10/- for bearer shares. Buyers offer this rate. Miscellaneous.—Hall and Holtz. Shares have been done at \$21 and are wanted. Central Stores have been placed at \$18½ for cash and are wanted at \$19. Moutries have been placed at \$45. Weeks at \$25. Astor House shares are offering at \$20. Horse Bazaars at Tls. 52. Telephones have buyers at Tls. 63. Loans and Debentures.—No business reported. Steady at quotations.

EXCHANGE.

ON LONDON.—	HONGKONG, May 22nd.
Telegraphic Transfer	1/9½
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/9½
Bank Bills at 4 months' sight	1/9½
Credits, at 4 months' sight	1/9½
Documentary Bills, 4 months' sight	1/9½
ON PARIS.—	Bank Bills, on demand.....
Credits 4 months' sight	223½
ON GERMANY.—	On demand
ON NEW YORK.—	Bank Bills, on demand.....
Credits, 60 days' sight	44½
ON BOMBAY.—	Telegraphic Transfer ..
Bank, on demand	133½
ON CALCUTTA.—	Telegraphic Transfer
Bank on demand	133½
ON SHANGHAI.—	Bank, at sight
Private, 30 days' sight	74½
ON YOKOHAMA.—	On demand
ON MANILA.—	On demand
ON SINGAPORE.—	On demand
ON BATAVIA.—	On demand
ON HAIPHONG.—	On demand
ON SAIGON.—	On demand
ON BANGKOK.—	On demand
FOREIGN, Bank's Buying Rate.....	\$11.15
GOLD LEAF 100 fine, per tael	\$58.10
SILVER per oz.	24½

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

May:—

ARRIVALS.

13. Amara, British str., from Saigon.
 13. Johanne, German str., from Wuhu.
 13. Victoria, Swedish str., from Haiphong.
 14. Amigo, German str., from Manila.
 14. Antenor, British str., from Liverpool.
 14. Chiyo M., Jap. str., from San Francisco.
 14. Delta, British str., from Shanghai.
 14. Empress of India, Br. str., from Vancouver.
 14. Hai nun, British str., from Swatow.
 14. Helene, German str., from Tourane.
 14. Kweiyang, British str., from Chefoo.
 14. Samsen, German str., from Bangkok.
 14. Silvia, Ger. str., from Hamburg.
 14. Tean, British str., from Manila.
 15. Fudo Maru, Jap. str., from Wakamatsu.
 15. Hangsang, British str., from Chinkiang.
 15. Hupeh, British str., from Shanghai.
 15. Kueichow, British str., from Tientsin.
 15. Kwanglee, Chinese str., from Shanghai.
 15. Singan, British str., from Haiphong.
 15. Suimow, German str., from Wuhu.
 16. Bujun Maru, Jap. str., from Swatow.
 16. Chihhua, British str., from Shanghai.
 16. Haiyang, British str., from Coast Ports.
 16. Hopsang, British str., from Labuan.
 16. Kaga Maru, Jap. str., from Shanghai.
 16. Kamor, Norwegian str., from Haiphong.
 16. Kintuck, British str., from Amoy.
 16. Kutsang, British str., from Calcutta.
 16. Lysholt, German str., from Wuhu.
 16. Namur, British str., from London.
 16. Palembang, Dutch str., from Shanghai.
 16. Pitsanulok, German str., from Bangkok.
 16. Saint Patrick, Br. str., from New York.
 16. Socotra, British str., from London.
 17. Antiochus, Br. str., from Manila.
 17. Childar, Norwegian str., from Bangkok.
 17. Fooshing, British str., from Wuhu.
 17. Kwongsang, British str., from Shanghai.
 17. Pongtong, German str., from Bangkok.
 17. Wongkoi, German str., from Bangkok.
 17. Yuensang, British str., from Manila.
 17. Zafiro, British str., from Manila.
 18. Derfflinger, Ger. str., from Shanghai.
 18. E. F. Ferdinand, Aus. str., from S'pore.
 18. Haimun, British str., from Swatow.
 18. Nippon, Swedish str., from Singapore.
 18. Oanfa, British str., from Tacoma.
 18. Rajaburi, German str., from Bangkok.
 18. Suveric, British str., from Manila.
 19. Chenan, British str., from Shanghai.
 19. Clara Jebson, German str., from Wuhu.
 19. Daiji Maru, Jap. str., from Swatow.
 19. Derwent, British str., from Saigon.
 19. Fukui Maru, Jap. str., from Anping.
 19. Haiching, British str., from Coast Ports.
 19. Hanoi, French str., from Haiphong.
 19. Hongbee, British str., from Singapore.
 19. Hongkong, French str., from Hoilow.
 19. Hongkong Maru, Jap. str., from Moji.
 19. Knivsberg, German str., from Hoilow.
 19. Luetzow, German str., from Bremen.
 19. Proteus, Nor. str., from Bangkok.
 19. Stentor, British str., from Shanghai.
 19. Taiwan, British str., from Newchwang.
 19. Tingsang, Brit. str., from Shanghai.
 20. Fri, Norwegian str., from Haiphong.
 20. Kamo Maru, Jap. str., from London.
 20. Shinshu Maru, Jap. str., from Koraku.
 20. Tjimahi, Dutch str., from Amoy.

May:—

DEPARTURES.

14. Bourbon, French str., for Saigon.
 14. Choshu Maru, Japanese str., for Swatow.
 14. Dagny, Norwegian str., for Dalny.
 14. Haitan, British str., for Swatow.
 14. Loongsang, British str., for Manila.
 14. Meefoo, Chinese str., for Shanghai.
 14. Signal, German str., for Swatow.
 14. Taiyuan, British str., for Manila.
 14. Yawata Maru, Japanese str., for Manila.
 15. Banri Maru, Japanese str., for Moji.
 15. Benlmond, British str., for Nagasaki.
 15. Bingo Maru, Japanese str., for Kobe.
 15. Capri, Italian str., for Singapore.
 15. Delta, British str., for Europe, &c.
 15. Rubi, British str., for Manila.
 15. Suisang, British str., for Kutchinotzu.
 15. Tjikini, Dutch str., for Billiton.
 15. Tjimahi, Dutch str., for Amoy.
 16. Antenor, British str., for Shanghai.
 16. Daijin Maru, Japanese str., for Swatow.
 16. Denbigh Hall, British str., for Bangkok.
 16. Haimun, British str., for Swatow.

16. Hangsang, British str., for Shanghai.
 16. Kn vsberg, German str., for Hoilow.
 16. Michael Jebson, Ger. str., for Tsingtau.
 16. Silvia, German str., for Shanghai.
 16. Sungkiang, British str., for Cebu.
 16. Victoria, Swedish str., for Haiphong.
 17. Amigo, German str., for Manila.
 17. Palembang, Dutch str., for Palembang.
 17. Tsintau, German str., for Bangkok.
 18. Chipshing, British str., for Swatow.
 18. Haiyang, British str., for Swatow.
 18. Kennebec, British str., for Manila.
 18. Kintuck, British str., for Singapore.
 18. Koranna, British str., for Shanghai.
 18. Locksun, German str., for Bangkok.
 18. Manchuria, American str., for Shanghai.
 18. Namsang, British str., for Singapore.
 18. Namur, British str., for Yokohama.
 18. Tean, British str., for Manila.
 19. Bujun Maru, Japanese str., for Swatow.
 19. Chiyuen, Chinese str., Shanghai.
 19. Choising, German str., for Bangkok.
 19. Derfflinger, German str., for Europe, &c.
 19. Haimun, British str., for Swatow.
 19. Helene, German str., for Swatow.
 19. Hsing Shun, Chinese str., for Hongay.
 19. Kiang Ping, Chinese str., for Chinkiang.
 19. Saint Patrick, British str., for Shanghai.
 19. Singan, British str., for Hoilow.
 19. Socotra, British str., for Yokohama.
 19. Wingsang, British str., for Shanghai.
 20. Amara, British str., for Kobe.
 20. Antiochus, British str., for Kutchinotzu.
 20. Chihhua, British str., for Shanghai.
 20. Chipshing, British str., for Swatow.
 20. Fudo Maru, Japanese str., for Kobe.
 20. Kamor, British str., for Wakamatsu.
 20. Knivsberg, German str., for Swatow.
 20. Kueichow, British str., for Weihaiwei.
 20. Kutsang, British str., for Shanghai.
 20. Luetzow, German str., for Shanghai.
 20. Tamsui, British str., for Amoy.

PASSENGERS.

ARRIVED.

- Per *Tjimahi*, from Amoy, Mr H. v. Zuyde.
 Per *Wongkoi*, from Bangkok, Mr Williams.
 Per *Kwongsang*, from Swatow, Mr Williams.
 Per *Haiching*, from Swatow, Messrs Bonnes and Wandres.
 Per *Heleopolis*, from Chingwangtao, Mr and Mrs Wilkinson.
 Per *Pitsanulok*, from Bangkok, Mr and Mrs Simpson and child.
 Per *Kutsang*, from Calcutta, &c., Messrs G. Harper and Leon Braun.
 Per *Haiching*, from Coast Ports, Messrs Logan, Seamen and White.
 Per *Kaga Maru*, from Japan, &c., Messrs J. H. Dollar and W. A. McGill.
 Per *Chihhua*, from Shanghai, Mr and Mrs Bird and child, and Mr Webb.
 Per *E. F. Ferdinand*, from Singapore, Miss C. Genbetuk and Miss K. Genbetuk.
 Per *Nippon*, from Singapore, Messrs Andre, Rasumsen, Jorgensen, Jensen and Kjergard.
 Per *Yuensang*, from Manila, Messrs H. A. Yance, H. A. Smith, C. Love and Aug. Donovan.
 Per *Kamo Maru*, from London, &c., Capt. Thornhill, R.G.A., Messrs N. McD. Howie, H. F. Fradgley, A. W. van Andel, W. Shave and J. Cassop.
 Per *Taming*, from Manila, Capt. and Mrs F. D. Evans, Mr and Mrs. Hugh L. Anderson, Messrs. J. C. Sanborn, A. Ward, R. M. MacDonald, W. J. Merchandani, N. Isardas and C. Shewaram.
 Per *Empress of India*, for Hongkong, from Vancouver B.C., Mrs A. G. Crane, Messrs J. D. Keeler, Jr., Ed. Osborne and R. L. Davidson; from Nagasaki, Mr H. W. Slade; from Shanghai, Mr and Mrs W. J. Gresson & maid, Miss Johnson, Messrs T. F. Hough, H. Baker and F. B. Marshall.
 Per *Delta*, for Hongkong, from Shanghai, Mr and Mrs Stanton, Messrs W. M. Anderson, Pasquet, E. Rhodas and E. Paquette; from Kobe, Mr A. K. Corbett; from Yokohama, for Colombo, Mr F. I. Lloyd; from Kobe, for Bombay, Mr W. F. Stratton; from Shanghai, for Penang, Messrs F. Anderson and L. Kerr; for Bombay, Mr J. H. Gotlaret, for Marseilles, Mr W. M. Symonds; for London, Mr and Mrs A. Hunt, Mr and Mrs A. Cuff, child & infants, Mrs Barrett, child, infant and amah, and Capt. Le Mare.

Per *Zafiro*, from Manila, Mr and Mrs R. Wolfe, Mr and Mrs J. W. Cornwall, Mr and Mrs J. George, Mr and Mrs E. Fieglman, Capt. and Mrs Chamberlain, Capt. and Mrs J. M. Kite, Major and Mrs H. L. Roberts, Mrs A. Ruhter, Mrs R. H. Vorfeld, Mrs W. Condon, Misses D. Briggs, B. Judd and two infants, Messrs S. J. Best, P. Colquhoun, R. Campbell, J. K. Klein, Sydney D. Sugar, O. Duffy, E. Engel, W. G. Smith, C. A. Webster, P. Johnson, H. G. Ferguson, G. Canda, R. Helmbold, F. M. Clifford and R. Prusik.

Per *Derfflinger*, for Hongkong, from Yokohama, Mr T. M. Little; from Kobe, Mr and Mrs McWherter, Mr and Mrs A. Hieson; from Nagasaki, Colonel and Mrs Miller, Mr and Mrs de Hoff, Messrs Miller and F. Marshall; from Shanghai, Mr and Mrs Huet, Mr and Mrs Parkin, Misses Seagrowe and Tereca, Dr. von Johnston, Messrs M. Baillet, John Johnston, Laussen, Geschwister, Colman, R. Doun, Steckmanns, Ganzell and Railton; from Yokohama, for Manila, Mr C. J. Anderson; for Sydney, Mr and Mrs Baron Swaine, and Mr Paul Horn.

Per *Luetzow*, for Hongkong, from Bremen, Messrs Ed. Jochens, C. von Wicht, Conr. Hagemayer, F. Fiebig, W. Dorbrandt, G. Petersen, Andr. Winter and H. Andree; from Antwerp, Messrs F. Feyling and Walt. v. Ehrenstein; from Southampton, Mrs Lafrentz, Mrs T. Martin and 4 children, and Mr John N. Nason; from Genoa, Mr and Mrs Kerb, W. Looker, child and servant, Misses Williamson, Jones and Lina Eurde, Lieut. Schnoskel, Rev. P. P. Joh. v. Zeeland, Dr. Karl Justi, Dr. Born, Dr. Alfr. Stubel, Dr. Heinr. Sicker, Messrs A. C. Padday, F. Kindler, H. Ratzer, W. Throne, Otto Abisch, Karl Gwinner, Gust Farr, P. R. Rothrock, Gottle Klingler, E. Glusing, Ch. Togesens, W. Matthiesen, John Janssen, Hing Geboers and Nienwemeyer; from Naples, Rev. Jos. Wemmas, Messrs Pasquale Rollo and Antoni Rollo; from Port Said, Mr Vadiwa Stepan, from Colombo, Mrs Lucy M. Leatherward, Messrs Paul Schimmeltusch and Diamond Clarke; from Penang, Mr T. K. Hsieh; from Singapore, Mr and Mrs G. W. Peavey, Mr and Mrs C. F. Winnit, Mr and Mrs Fernand, Mr and Mrs J. L. Schwartz, Mrs Brock, Mrs Ross and infant, Misses Brock and Gibson, Messrs Brock and J. C. M. Forsyth.

DEPARTED.

Per *Rubi*, for Manila, Mr and Mrs A. S. Williams, Mr and Mrs J. L. Peet, Mr and Mrs O. Marshall and infant, Mr and Mrs R. Haynes, daughter, infant and maid, Capt. and Mrs L. Pitman, Mrs C. J. Roberts, Mrs E. L. Hardigan, Miss A. Levitt, Capt. Archer, Messrs E. de Mercaida, H. F. Sandborn, S. C. Simms, J. K. Brown, B. Merce, S. W. Reeves, R. D. Taylor, J. F. Merrifield, Preston King, Claude Higpan, J. K. Brad, C. L. Stokes, and M. Mario.

Per *Bingo Maru*, for Japan, Mr and Mrs Hattori, Mr & Mrs Hanlitch, Mrs E. Turcock, Mrs West, Mrs Jackson, Mrs Urban, Mrs Ashley, Misses Barry, Zelia and Bell, Capt. Manibayashi, Col. Miyakawa, Master Matsudaira and maid, Dr. R. MacNair, Messrs V. Chirol, Hugh Knight, F. Stock, Paul Knight, Robert Knight, R. Thompson, D. N. Assomull, F. L. (rone, Jewell, Bysack, Urban, Roma, Abello, Leman, K. Inouge, Ware, F. Denies, Dick Belle and Hernandez.

Per *Yawata Maru*, for Manila, &c., Mr and Mrs Greenfield, Mr and Mrs James R. Malott and infant, Mr and Mrs Geo. Keech, Mr and Mrs Robertson, Mr and Mrs F. Ambowa, Col. and Mrs H. K. Bailey, Mrs P. Lovett and 2 children, Mrs McEvoy, Mrs Ventura de Rio and 2 children, Mrs Tachikawa, Mrs Misaka Tsuru, Mrs Pilar J. Ramos and child, Mrs L. Roth, Misses McEvoy, Gatehouse, Austin, Keys, Yamado and Maud Holliday, Messrs M. Martin, T. Jurando and 5 servants, H. H. Lisk, W. Adams, Munro, J. H. Hanron, S. Williams, McKeller, W. A. Dowley, W. Dixon, Blumunthal, Nitz, A. H. Jones, Louis E. Dumas, Eric Moller, A. Watson, E. J. Nuttall, Ogawa, Tachikawa, N. Morbid, Mulaguchi and Nagamine.

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